



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

The **SOUTHERNER**



Volume 59 No. 1.0

www.ser-nmra.org

Winter 2018



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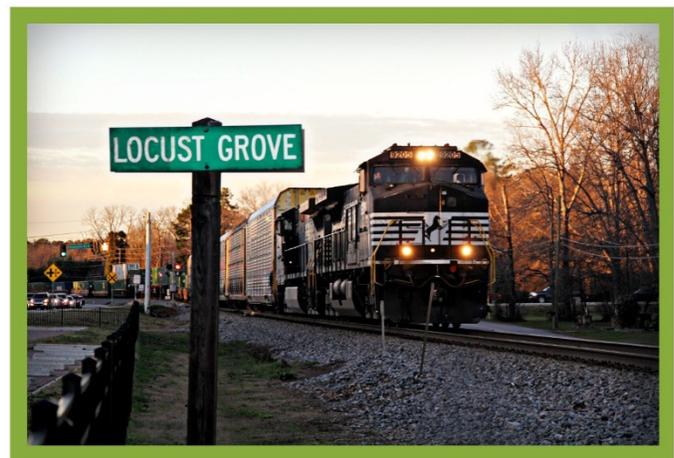
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Editorial Page



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. Items submitted may be edited for content or length.

Hello again from the Editor's Desk.

By the time you read this, Old Man Winter will be in full swing across our region. For many this is a good time to hunker down and do modeling, layout work or operating sessions --or all three!

I hope you all got some good stuff for Christmas, although I find it hard to help Santa know what I want or "need"; it seems easier to just get it myself. But with online purchasing, it can be easy to set up a wish list in Amazon and let family pick and chose.

Our readers continue to send in material which is great and welcome. The Editor will consider material on any pertinent topic, and pictures are preferred. I think we have a pretty good variety this quarter. Send your pictures separately with captions, AND include them in a word document so we know where they go.

One article is a follow up from the Fall Quarter, which in turn is a follow up from the Orlando Convention. That is Cynthia Bonnet's great N scale model "Almost Ready for the First Pour" which won a total of FIVE awards at National Convention in Orlando, and was featured on the cover of the Fall SouthErneR.

Your Editor has always been fascinated by old construction projects and the "means and methods" employed by the old time construction contractors and engineers. Cynthia's project led to the Editor purchasing a copy of the book, "*Hetch Hetchy and Its Dam Railroad*" as well as scouring the internet for more info and pictures of this fascinating project. We are pleased to bring you an article from Cynthia about how she built her prize winner. Take note how she made things as well as textures on computer.

Also in this issue we have some important news about how our SER organization's elected officials will be chosen, terms of office and rotation of office. Many voted on this question last fall.

We will be having Regional ELECTIONS this spring, and it is time to submit nominations to Elections Chairman Glen Hall. Glen's email is gnglen@cox.net. See the President's for more info on both items. Voting info will be in the Spring SouthErneR.

Note too that we have National Board elections this spring. Our own **Walt Liles** is standing for a seat on the NMRA National Board. Please consider supporting **Walt Liles**.

Our two standing series articles on the Business of Railroadng as well as Operations are continuing. There is some good information and news there for you.

We have two articles from readers on their personal pursuits and approaches to the hobby. One is a nice 3 rail layout and the other is a useful maintenance "how to" article.

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. (Work toward Author AP)

- 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.
- Send quality photos for front or back cover art
- Tell about your UPCOMING 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 Railroadng. Others can benefit from your work.

I am enjoying the work as your Editor, and 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.

In Memoriam

Joseph "Joe" Gelmini: Joe lived in Fayetteville, GA and was a member of the Piedmont Division. Joseph "Joe" Lawrence Gelmini, 70, passed away on December 20, 2017. He was an avid railroad fan and worked for Norfolk Southern for 36 years. While employed, he worked his way from trainee to Director of Training and Development. Joe served as the Eastern District Director for the National Model Railroad Association. He enjoyed building model railroad layouts, cruising with his wife, as well as traveling all over the world. He was also the Piedmont Division NMRA Train Show Manager and a Meals-on-Wheels volunteer. He cherished his family and friends above all. His love for life and unbeatable sense of humor greatly impacted everyone he met.

The family lovingly requests donations in Joe's memory to Fayette County Meals-on-Wheels, <http://www.fayss.org/meals-wheels/>.

Stephen "Steve" Gardner: Steve lived in Birmingham, AL and was a member of the Steel City Division. He died Friday, December 8, 2017. He recently served as Chairman of the SER 2017 Convention held in Bessemer, AL, June, 2017. Steve was a member of The Wrecking Crew (100% NMRA) Model RR Club. He is survived by his wife Hope and son Drew. A **Celebration of Life** gathering will be held at the Irondale Senior Activity Center - 5313 Beacon Drive - Irondale, AL; from noon until 2:30PM on Saturday, January 27th, 2018.

Memorial gifts may be made to "**3 Hots and a Cot**", 300 81st Street South, Birmingham, AL 35206, an organization that assists Veterans get back on their feet; Steve served in the US Army and will be inurned at the National Cemetery, Montevallo, AL.



The **Southerner**

Official Publication
of the
Southeastern Region, NMRA



WAYBILL

Volume 58, Number 1.0



Winter 2017

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ON THE FRONT COVER: The difference between daylight and dark on Craig Gardner's Birmingham Southern Model RR - Stewart Photo

ON THE BACK COVER: Our Education Director recommends inviting and including young folks in operating sessions as a way to maintain their interest in trains. -- Stewart Photo

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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!

Submittals Due: Winter Dec 1 Spring Mar 1
Summer Jun 1 Fall Sep 1

ADVERTISING RATES

Size	Number of Issues			
	1	2	3	4
Full	\$120	\$240	\$360	\$400
1/2 h/v	\$ 60	\$120	\$180	\$200
1/4 h/v	\$ 30	\$ 60	\$ 90	\$100
1/8 h	\$ 15	\$ 30	\$ 45	\$ 60
1/15 '5x3'	—	—	—	\$ 35
Pike '7x3'	—	—	—	\$ 16

Pike Registry : \$16 for 4 issues

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Rates are for electronic-format or scanner-ready ads. Preferred formats are, MS Word and JPEG. Include the company name, address, email and a day-time phone number. All ads must be prepaid before publication.

Checks payable to: **SER-NMRA**



NMRA SER Convention 2018
Lake Junaluska, NC
24-27 May 2018

You are cordially invited to this year's convention, which is being sponsored by SER, Carolina Mountain Division 15.



Lake Junaluska
Conference & Retreat Center

The convention is being held at the Lake Junaluska Conference & Retreat Center at 91 North Lakeshore Drive, Lake Junaluska, NC 28745 (828-452-2881).

For complete information go to:
www.ser-nmra.org



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The President's Car

Alan Mole



From the President:

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Joe Nichols, Sr., MMR
Chairman of the Board & CEO



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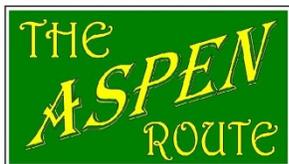
770-396-6447
deltarr@mindspring.com

Most of you will have seen a flurry of activity with E-Blasts and a special referendum related to By-Law changes sent out in November following the October BOD meeting in Kennesaw, GA. I am pleased to announce that 250 members responded with 99% approval of the changes. [See Below]

So, these changes will have an impact on the 2018 elections inasmuch that, instead of six vacancies to fill next year, there will be only two – **Vice President and Secretary**.

The President, Treasurer and two Directors (Paul Voelker and Howard Goodwin) will have their terms extended for one year to stagger officer elections in the future.

THE ALPINE CENTRAL RAILROAD



Joe Nichols, Jr., MMR, Receiver
ALPINERR@MINDSPRING.COM

Glen Hall and Peter Youngblood make up the SER Nominating Committee seeking candidates for the Vice-President and Secretary positions so if you would like to become more involved at the regional level, please contact Glen or Peter. If you have any questions about the extent of the duties of these positions, please go to the website and check the By Laws and/or contact the Nominating Committee.

Looking back at 2017, I believe that our Region has enjoyed a very productive year and I applaud all Divisions and their members that work hard to put on or participate in train shows that take our hobby to the public and hopefully, bring in new members.



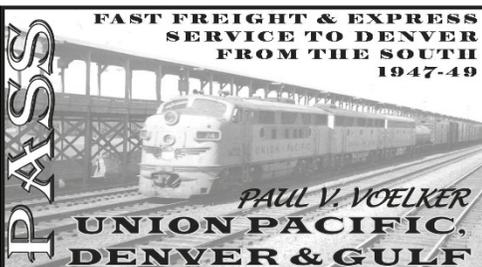
ROBERT & BRIAN HUNT
MARIETTA, GA

Finally, Jim Norris will be taking over from Sandy Warrington as Superintendent of the Mid-South Division in 2018. Congratulations Jim, and thanks Sandy for your service!

Cheers, Alan

CALL FOR CANDIDATES . . .SER ELECTIONS... FEB 2ND SUBMITTAL...

It will soon be time for elections! Please note the change to the SER By Laws implemented as a result of the referendum election held last fall.



The affected bylaw article is Article VII, Section 3 -Terms of Office of SER bylaws. Your SER Board includes eight positions: four officers and four board seats.

Previously, the 2-year election cycle and term limits on the Vice President, Treasurer and Secretary positions as well as the President, (who had no term limit), means that all these positions come up for election at the same time. Should there be no candidates for these positions, the slate could be "wiped clean", creating a vacuum as far as continuity and intellectual memory is concerned.

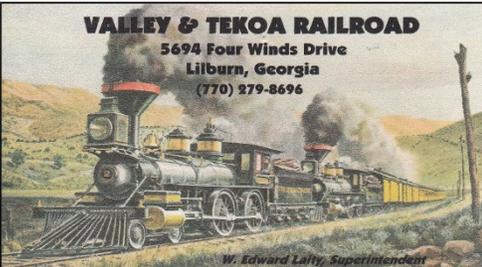
To avoid this possibility, the BOD unanimously approved a proposed change that would effectively stagger elections for two of these officers so that, effective in 2018 (even-number years) there would be elections for the Vice-President and Secretary and in 2019 (odd-numbered years) the President and Treasurer.

Effectively, this change would place a term limit on the President for 2 two-year terms, except in the first year (2018) where the President and Treasurer would be give a one-time 1-year extension to their terms to affect the staggered election in the following year.

The BOD also approved the proposed change to the term of the four Directors from two terms of 4-years to two terms of 2-years with the same 1-year extension of the terms of two directors in 2018 to accomplish the staggered elections moving forward. These changes were put to a referendum vote of membership in Fall, 2017.

Therefore, based on the outcome of the Fall, 2017, referendum vote, there will be only two (2) Board Member positions up for election in 2018. So, it's time to throw your hat in the ring and run for either Vice-president or Secretary.

Submit a short bio, state why you are running and a passport sized photo of yourself to Glen Hall, MMR, Nominating Committee Chairman at gnglen@cox.net no later than February 2nd , 2018



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\$16/YEAR (FOUR ISSUES)



Education Department

Larry Burkholder

EDUCATION CHAIRMAN REPORT

As I've reported before, model railroading education can take on many forms and is available from a multitude of sources. One of the best sources for new to the hobby people is by interactions with other model railroaders.

This is best done thru membership in a club and active participation in NMRA regional division meetings. Most division meetings provide ample opportunities to talk with others about your interests. Of course, most division meetings also include an educational clinic or talk. A key point is for you to not hesitate to ask questions. If you are not a member of a local club find one and visit and as a NMRA member attend your division meetings..

One of the ongoing issues in the model railroad hobby is the aging of its members. I believe that we can not capture young people unless we educate them about real railroading show the value of railroads in their everyday lives. Just having them visit a club or conducting a summer camp program where they build models and/or run a couple model trains won't hook them.

Almost all very young kids are fascinated by trains. They watch Thomas or Chuggington on television and are all excited when they visit a club, but as they grow older other interests take over.

If we can expose older kids to railroading activities I think we can gain their attention again. I may be repeating myself, but one way I think we can do this is to hold operating sessions for older kids where they can learn about railroading and how real railroads operate and provide service in our lives. In any case, we need to find ways to make contact with older kids. Larry



Ethan Nelson, Josh Singletary and Joseph Summerford operate on the BDMRR.

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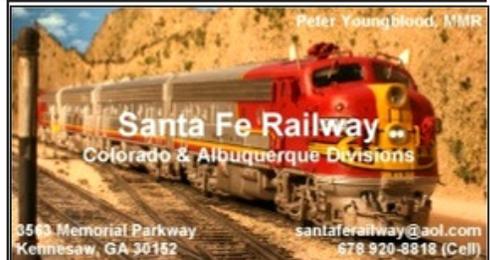
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UPCOMING EVENTS



2018 Model Train Expo

Friday February 9th 1:00 pm to 7:00 pm
Saturday February 10th 10:00 am to 4:00 pm

**Rock Springs Church
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 207 Rock Springs Road
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COMPLETE INFO AT: WWW.CRMHA.ORG

Show and Dealer Information: Sandy Eustis (864) 719-0096 or trainshow@crmha.org

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UPCOMING EVENTS



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NMRA Eastern District Director

**Vote - Walt Liles For New Ideas,
Strong Business Sense,
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someone who just
Loves Model Railroading!**



Walt Liles is a dedicated NMRA Member of
the Piedmont Division in the Metro Atlanta area

Recipient of the SER's Prestigious 2017 Dave Muller Award
for outstanding Division Service.

Recipient of the NMRA President Award 2017 at the Division level.

Currently Superintendent of the Piedmont Division NMRA.

Walt Liles served 3 years as Director of Operations Piedmont Division

and served 4 years as Director at Large Piedmont Division

Member of North Atlanta Rail Baron (100% NMRA Club)

Member of North Ga Modurail (Modular Club)

Walt enjoys sharing and teaching at events on many

Model Railroading and various train topics.

Walt Liles is all about the NMRA and promoting Model Railroading

Walt believes in using technology to advance the betterment of the NMRA.

Walt is not a sidelineer but will step up and regrow our fine organization.

Let Walt represent you so you have a voice on the NMRA BOD.

If you have questions, call or email Walt
678-896-6311, wliles.crrman@gmail.com

Thank You for your VOTE!



MODEL TRAIN SHOW - MOBILE, ALABAMA MARCH 10 - 11, 2018



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THERE IS PLENTY OF PARKING BEHIND THE BUILDING

CAMRC's Spring 2018 Model Train Show



Saturday, April 28th 9-5
Sunday, April 29th 10-4

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- Vendors in O, HO, N and G scales
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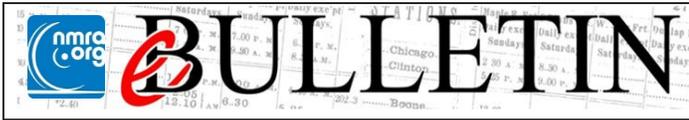
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Contact Membership Chair Rick Coble: rvcoblenmra@gmail.com

To be added to or update the SER & NMRA mailing lists

Receive e-mail news and updates from the National and Regional NMRA



Convention hotel reservations to open in January



Can you believe that it's 2018 already? That also means that in just a few short months you'll all be headed to Kansas City for the 2018 NMRA Convention!

Many of you have been asking about the hotel accommodations and how soon will we start allowing reservations to be made. As has been the case in conventions past, our contract with the convention hotel says they will open reservations in late January. We will have the link directly placed on the www.kc2018.org website so stay tuned.

Our convention hotel is the Westin Crown Center, which is located in the heart of KC. It's conveniently located right off of Interstate 35 and right across from historic Union Station. If you are flying in to Kansas City International Airport (MCI) you are about a 25-30 minute drive to the hotel. If you are taking Amtrak in, you will arrive at Union Station and have about a half-block walk to the southeast, or you can use the covered walkway system to get to the hotel.

The Westin Crown Center hotel is located right next to Crown Center, which has several restaurants and shops located in it. To see a list of shops and restaurants check out www.crowncenter.com. The

A few words from the President



Merry Kringle and a Snappy Hoosier!

I know - what kind of weird salutation is this you ask? Well for years, I have wished folks a "Merry Kringle" instead of "Merry Christmas" just to see their reaction. And my family was originally from Fort Wayne Indiana, so a "Snappy Hoosier" instead of "Happy New Year" makes some kind of sense, at least to me. And if there ever was a snappy Hoosier, it has to be Tony Koester, one classy dude and one superb model railroader.

Indeed, at this holiday season so associated with model railroading, it's hard not to be giddy about this wonderful hobby of ours! Of my 69 Christmases to date, I recall Christmas 1961 distinctly, for it was then, as recently reported, that my time as a scale model railroader began. Fifty-six years later, I cherish every minute. I will bet you have your own special Christmas model railroading story to tell.

Let's face it, in the mind of the public our hobby, for better or worse, is indisputably intertwined with Lionel and toy trains racing around the Christmas tree. And you know, that positive, innocent image does not bother me a bit. For whether we're "serious" modelers, operators, or just having a hoot with trains, this hobby keeps us young at heart and looking forward to each and every day.

So a big Merry Kringle and thanks for being a member! As we close out 2017, it has been a momentous year with the launch of the Partnership (or Discount) Program, introduction of the NMRA Timetable monthly internet guide, and unveiling of our Model Railroad Layout Directory. We've substantially reduced our expenses and fully replenished our Life Member fund thanks to the sale of the Headquarters building in 2014, a step almost universally applauded when it happened.

All of these actions and new member benefits cost you nothing but have proven immensely popular already and hold the potential for being real game changers. The Partnership Program alone is worth the price of admission and as it expands over the years, holds promise of paying for your dues in savings.

Lots more news — sign up for email eBulletin TODAY!

Our Latest SER Fund-Raising Car Kit



No layout can have enough of these cars!

The Southeastern Region of the NMRA is proud to announce the availability of a limited number of Accurail HO scale ACF 4650 cu. ft. covered hopper kits custom decorated for the SER. The car built date is 5/68 and is lettered for Engelhard.

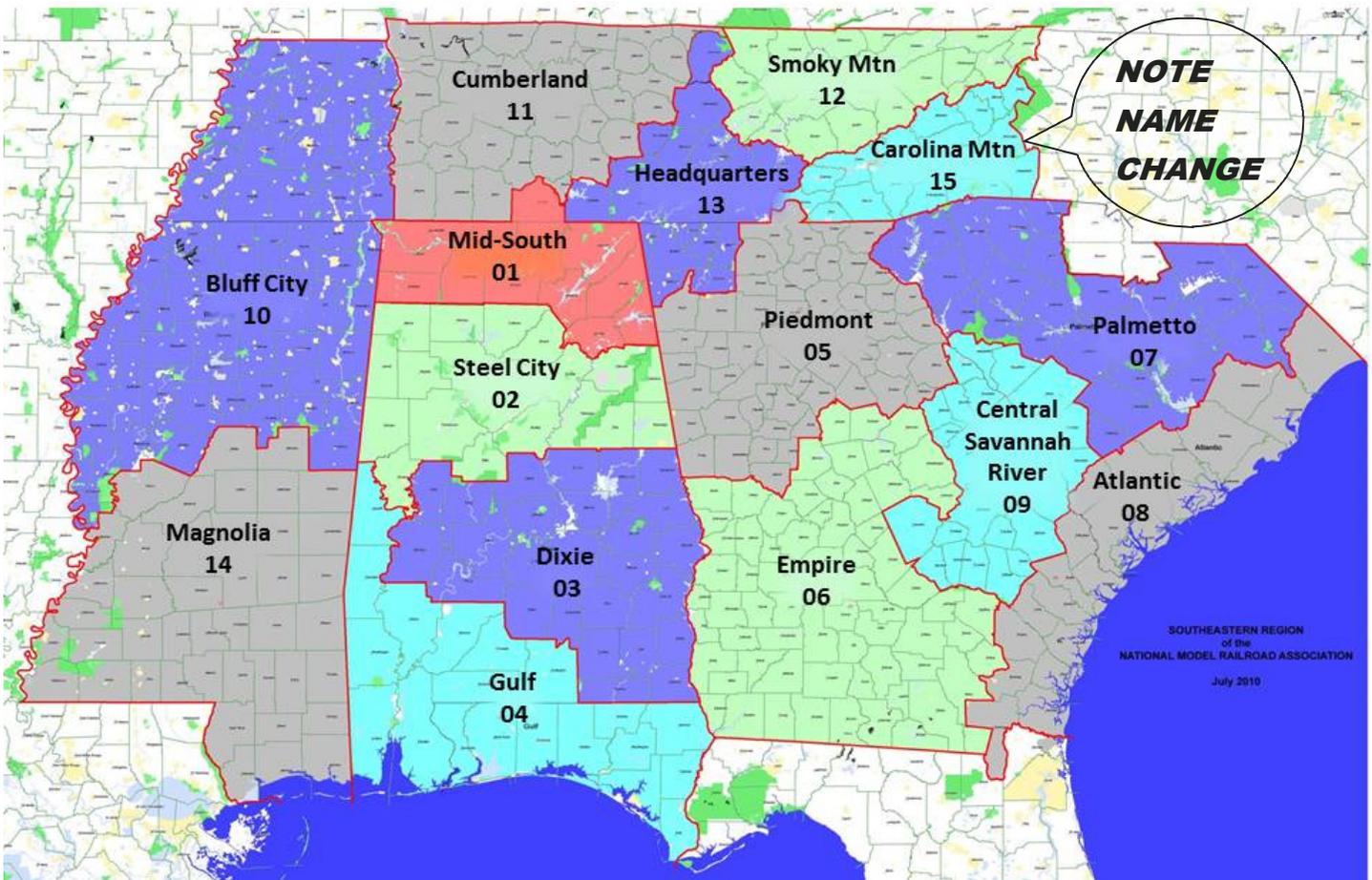
The car, offered in one road number, is injected-molded plastic featuring plastic wheelsets, Accumate couplers and separate brake detail. Orders of two or more cars includes a free easy-to-install replacement decal set, twelve numbers in all.

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



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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
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- Director (2020):** Howard Garner, MMR (864) 878-4705 cascaderail@bellsouth.net
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730 Morning Creek Lane, Suwanee, GA 30024-7052
- BSA Coord'r:** Howard Goodwin, MMR 770-529-2103 horn69@bellsouth.net
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- Education Asst.:** James A Black (850)914-0002 black@novatechnologies.com
429 S. Tyndall Pky., Suite S, Panama City, FL 32404-0002
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- 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
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- Mini-Meets:** Alan Mole 770-315-7244 alanmole@bellsouth.net
P.O. Box 2173, Suwanee, GA 30024-0977
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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 Prevetie (803) 392-7684 prevettejs@gmail.com
356 Ashley Ct., Graniteville, SC 29829-3940

DIVISIONS

See the following sections for the name and contact info of Division leadership.

Howard Goodwin Superintendent

MMR #556

79 Cross Branches Acworth, GA 30101

PIEDMONT DIVISION
SER NMRA
770-529-2103
Horn69@bellsouth.net

George Bloodworth President

L & K Railroad

245 Hidden Meadow Drive
Alpharetta, GA 30004
Tel: 678-297-1814
Fax: 678-297-1816
george.bloodworth@att.net

SUGAR VALLEY AND SWEETWATER RR

Brian Glock Superintendent

255 Hollyberry Dr., Roswell, GA 30076 • 770-998-3314 • brianglock966@yahoo.com



Southeastern Region Division News



Division 1 — Mid-South — Jim Norris, Superintendent

2308 Jade Pointe Dr, Decatur, AL 35244

256-584-6527

jnorris2@charter.net



The Division continues to alternate meeting locations between the Decatur Union Depot, odd months, and the Baily Cove Library in Huntsville, even months. See midsouthnmra.org/ for more info.

Our January meeting in Decatur featured a clinic by Ken Mattern, Photography, Imagery and Software manipulation / integration. In February, after our business meeting, we will hold a

run session at the Redstone Model Railroad Club. The March meeting in Decatur should mark our first run session on the Depot layout.

The Layout Committee has begun scenery work in areas that will be hard to reach once all of the track is installed. We have two

areas left and we will finish them in January. Members volunteered over 1,000 man-hours in 2017. The plan is to have our golden spike ceremony at our February 3rd work session. Members and local modelers continue to build structures for the layout which we show in display cases in the Depot.

New Officers for the Mid South Division are:

James Norris, Superintendent, David Carlton, Assistant Superintendent; Andrew Smith, Secretary; Dieter Grethmann, Treasurer; William Horn, Director; Ken Mattern, Director; William "Sandy" Warrington, Director

Division 2 — Steel City — John Stewart, Superintendent

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.

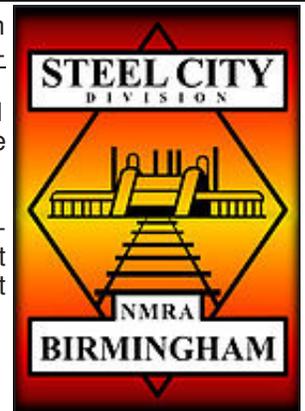
We welcome visitors to our meetings and other activities including layout tours, operations sessions and other events.

The **Wrecking Crew Model Railroad Club** (100% NMRA) located in the Steel City Division in Birmingham, AL is sponsoring monthly clinics at their location in the McWane

Science Center in downtown Birmingham. Reservations required.

Clinics will run from 10 am to 1 pm in the 3rd Floor Conference Center

Reservations and additional information call **Larry Smith** at 205-988-0126 or email Larry at wooddale@bellsouth.net



Division 3 — Dixie — Brett Scott, Superintendent

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.

The Dixie Division will be hosting the SER Board of Directors meeting in Prattville, AL on February 3, 2018. Activities will include Operating Sessions on two local model railroads.

Division 4 — Gulf — Reed Ostrander, Superintendent

7622 North Shores Dr, Navarre, FL 32566-8411

850 830-6331

drostrander@bellsouth.net

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.

When the holidays are over we will be deep in the winter modeling period. No yard work, kids at school, no football and quiet evenings to get some model or layout work accomplished.

My suggestion is to take at least two projects you have been

avoiding and get going on them. Maybe some ballasting, or coupler height checking, or engine tweaking for better operation, or something similar which will make your running future a lot more fun and satisfying. Just be sure to finish the projects. Then go for some dreamed of new project and get that going. After all, building is one of the great pleasures of this hobby. Could also be a project leading to passing a master modeling certificate that mainly needs some perseverance. Three whole months to get a bunch of stuff done and regenerate some enthusiasm. All good stuff. Also might bring over some fellow modelers to help pass the time

and keep things moving. Also good stuff.

I'm also thinking of getting a Divisional convention organized for late spring, possibly May. Probably would be in Pensacola or Mobile. If you would be interested in attending, or better yet, digging in with a helping hand, that would encourage me to proceed. If interested send me an email at drostrander@bellsouth.net. More later once I get this project rolling.

Reed Ostrander, Superintendent Gulf Division 4

Division 5 — Piedmont — Walt Liles, Superintendent
4388 Brandon Cove NE, Marietta, GA 30066-2106 678-896-6311 wiles.crrman@gmail.com

Meeting locations:

Holy Innocents' Episcopal
 805 Mt. Vernon Hwy.
 N.W., Atlanta, GA 30327



BoD Meeting—6pm;

Regular meeting—7pm See www.piedmont-div.org

The Piedmont Division is very excited right now. In October we are launching our Marketing Campaign with a color ad in the **Georgia Magazine** read by 1,242,000 readers.

The ad will feature our slogan **"We're all about Model Trains"**. The layout featured is our own Perry Lamb's layout from Kennesaw: The UC & W RR. Our marketing team has worked hard to get this going. We hope to reach homes of folks that may have never seen us or would love to learn more about the hobby. We would like to see visitors reach to our website leading to lots of inquiries about our organization. We are very proactive and reaching out beyond the normal railroads crowds to reach the general public. We will keep you posted on our new venture.

Our annual Holiday/Christmas party had Frank Crowe, a very well recognized railroad artist, in both photography and painting. This will be something different and enjoyable for all to listen to him

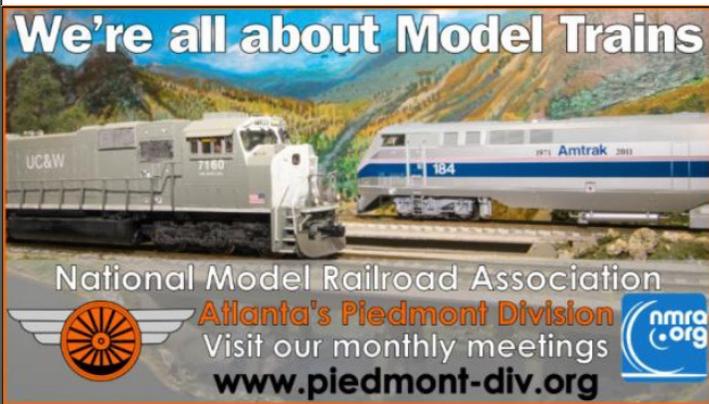
share his passion for trains. Please don't miss it.

Looks like we will back at the Cobb Galleria again in March, 2018, for **The Model Train Show**. Please watch for upcoming details .

Till next time , thanks for reading.

HAVE FUN OPERATING & BUILDING MODEL TRAINS!

Walt Liles, Piedmont Division Superintendent



Division 6 — Empire — Bill Attaway, Superintendent
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.

<http://www.museumofaviation.org/> and <http://mgmrc.org/>

www.empiredivision-ser.org Check out the Empire Division!

Division 7 — Palmetto — Ron Lown, Superintendent
108 Saddle Horn Ln., Piedmont, SC 29673-9184 864-845-3260 rlown3260@gmail.com

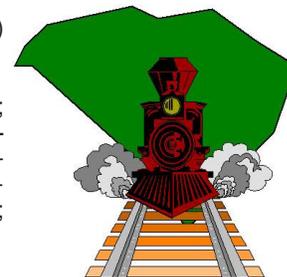
The Palmetto Division covers a large part of inland South Carolina including the major cities of Greenville/Spartanburg.

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

Plans for additional meetings and alternate locations and activities are underway. Many members are associated with model railroad clubs and railroad historical societies. The "Piedmont 'N Southern" N-scale Modular Club has become a 100% NMRA Club. For information on activities and meetings see <http://www.palmettodiv.org>

Results from Palmetto Division (7) election of officers for 2018-19

Superintendent, Ken Majchrzak;
 Ass't Sup't, Myron Pensyl; Secretary/Webmaster, Steve Todd, Treasurer; Geoff Duncan; Clinics / Mini-Workshops Director, Terry Ervin; AP / Contests Director, Art Farwell



Division 8 —Atlantic — David Toll, Superintendent
6001 South Kings Highway, Myrtle Beach, SC 29575-4965 (845) 489-5795 toll.david.c@gmail.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.

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.

Division 9 — Central Savannah River — Robin Riley, Superintendent
191 Twin Ponds Ln, Aiken, SC 29803-1713 803-226-9536 robindriley@gmail.com

Tuesday night operating sessions have resumed. We are offering an Operating Session every Tuesday night on the Burnt Hills and Big Flats, See the bhbf.weebly.com website for announce-

ment of future Tuesday night and Saturday afternoon operating sessions.

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



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).

Division 11 — Cumberland — Bob Hultman, Superintendent
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://tcrv.org/cd/index.htm>

We have also learned that Eric Hangman & his family are relocating from El Paso TX to Murfreesboro TN later this summer. Eric is involved with Resin Car Works & we will certainly welcome him, his family & his Wheeling Freight Terminal model railroad to Middle Tennessee.

We hate to end on a sad note, but the Middle TN Model Railroaders club will be closing down the end of CY 2017, on ac-

count of the landlord requiring cost-prohibitive rental for the space the club RR occupies in Nolensville TN.

Club members include several NMRA-Cumberland Division members who will be removing structures, rolling stock, sections of benchwork, and electronics, in preparation for the shutdown.

Cumberland Division will be retrieving the Kaiser-Johnston Steel Mill complex. The Division originally salvaged it from the Clinchfield RR, the HO home RR of Dave Johnston (chemistry professor at Lipscomb Univ in Nashville) of Nashville after his death.

Division 12 — Smoky Mountain — Doug Hughes, Superintendent
1220 Bishops View Lane, Knoxville, TN 37932-2672734-678-5903 w3ho@aol.com



Smoky Mountain Division 12 consists of 65 NMRA members living in East Tennessee.

Division activities consist of four social dinners yearly. Officers meet for lunch almost every Thursday at a Mexican restaurant in Oak Ridge usually with 2-3 other NMRA members also in attendance. Just call if you wish to join us.

The Division held its 1st Quarterly Social Dinner Thursday night, January 4, 2018 at Uncle Buck's Grill at the Kodak Bass Pro Shop. Rather than a clinic members were encouraged to update the group on your recent modeling activities and to bring something to show.

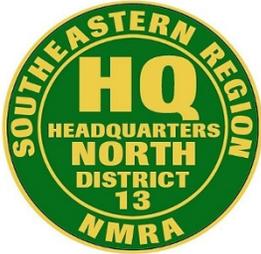
Many of the division members are fans of operations and will

drive for miles to a session. We set our Family Radio Service radios to channel 9, get a train or terminal assignment, connect our throttles, pump up the air, blow the horn twice, leave, and try to do no harm out on the road. Time flies when running trains.

We continue to meet informally every Thursday for lunch at our favorite Mexican restaurant in Oak Ridge.

Division 13 — Headquarters — Co-Superintendents, Districts
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 divided into two Districts, north and south, with Co-Superintendents noted above.

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

A BIG WEEKEND is being planned by the HQ North District in September, 2018. This will be in two parts. The District will be sponsoring a **Mini-Meet “Model RR’g in the Digital Age - Part 2** on Sept, 21 & 22, 2018 at Roane State Community College. The Crossville Model RR Club will sponsor a **Train Show** at Stone Memorial High School on Sept 22 & 23. These two venues are only one half mile apart and folks may easily attend both.

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

The HQ Division South continues to work hard to grow and prosper. Last fall we elected new officers and board members.

The Chattanooga Area Model Railroad Club (formerly at the Choo Choo) is preparing to start construction of a layout in the

basement of the former NMRA Headquarters building now owned by the TVRM.

Keep an eye out for news from HQ South as they continue to “build up a head of steam” to become a strong and growing new Division. And aren’t these new logos handsome?

The image below shows the recent HQ Division Board meeting held in November, 2017.

Website: <http://www.hq-ser-nmra.com/>



Division 14 — Magnolia — Pat McCarty, Superintendent

3815 Rebecca Ct, Jackson, MS 39216-3719

(601) 955-0510 (cell)

maccars@gmx.com

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

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).

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.

On a sad note, the well-established model railroad club in Meridian has been notified it is losing its

space in the City owned facility at Union Station. It’s being evicted to make room for the Jimmy Rogers Museum that is being moved from another location in Meridian. I fear this will have a serious negative impact on that group of modelers. We have NMRA members in that club. The image below is from that fine layout.





Carolina Mountain Division meetings are held quarterly on the third Saturday of January, April, July & October. Locations vary. Call (828) 696-9436 for program information & directions.

The Carolina Mountain Division will be hosting the **2018 SER Convention at beautiful Lake Junaluska, NC.** The Division is proceeding with various tasking for

the proposed 2018 Region Convention. We will be holding meetings to share out the various jobs to be performed.

Information on the Convention is being posted on the SER Conventions website: <http://www.ser-nmra.org/conventions>

Elections are January 20, 2018. Bill Raymond is running for Superintendent and Greg Williams for Paymaster (incumbent). They're running unopposed. Ken O'Brien

Achievement Program

The following is from the NMRA.org website: worth repeating:

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 (MMR)

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

The 11 Achievement Program Awards by the 4 Categories are:

1. Model Railroad Equipment

- Master Builder Motive Power
- Master Builder Cars

2. Settings

- Master Builder Scenery
- Master Builder Structures
- Master Builder Prototype Models

3. Engineering and Operation

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

4. 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.

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

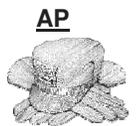
Golden Spike Award: If you are new to the AP, may we recommend that you take a look at the Golden Spike Award, although not an actual AP category its requirements are structured along the same lines. Further Information is available at www.nmra.org

New Awards in our Southeastern Region this quarter are:

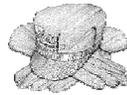
Division



Edward Tougaw
Piedmont Division 5
Golden Spike Award



Brian Glock
Piedmont Division 5
Builder Structures Certificate



Joe Sullivan
Piedmont Division 5
Association Volunteer Certificate



Chair-

Divisions which have them are:

Steel City Division (2)

Tom Schultz, svrr@charter.net (205) 879-3603

Empire Division (6)

Mike Braunstein, MMR, x996tt2002@outlook.com, (931)200-6758

Piedmont Division (5) & Southeastern Region Chairman

Randall Watson, randallwatson1@bellsouth.net (770) 831-5736

Palmetto Division (7)

Art Farwell, trac555@gmail.com (864) 895-7125

Bluff City Division (10)

Greg Scharfetter, gasharfetter@bellsouth.net (901) 219-4219

Cumberland Division (11)

George Gilbert, MMR, rgilbert@comcast.net (615) 352-1254

Smokey Mountain Division (12)

Larry Burkholder, lbtexan@chartertn.net (865) 408-9903

Headquarters – Northern District (13)

Al Westerfield, MMR westerfieldalfred@frontier.com (931) 788-1916

Headquarters – Southern District (13)

Dale Bryant, livewire@fbright.com (423) 991-5243

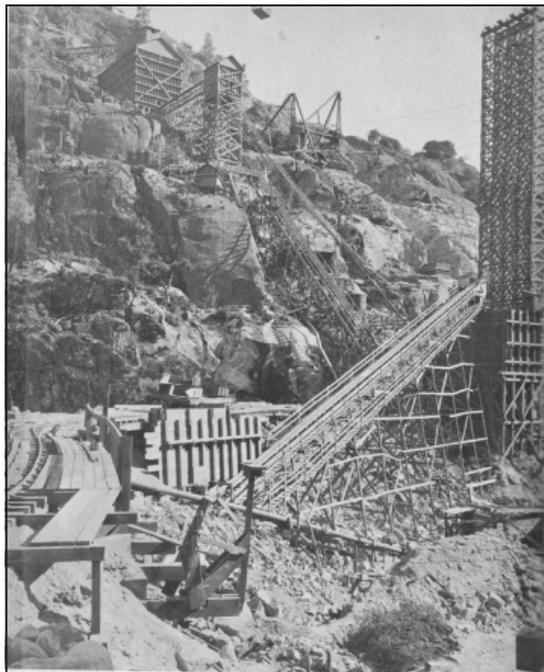
Land O' Sky Division (15)

Ben Bartlett, MMR, b3j2c@yahoo.com (818) 883-2799

BUILDING THE “ALMOST READY FOR THE FIRST POUR”
By Cynthia Bonnet, Piedmont Division 5

When I was about 10 my mom built a western town out of cardboard and a plastic cowboy set for a school project for my older brother. Years later I met her real uncle; (she had been adopted) who built dollhouses, so I guess you could say the world of miniature creativity is in my genes.

Unlike most women however, I found my area of interest was in model railroading verses dollhouses. When modeling a railroad environment I can build the house, or houses, a whole city, a farm, factory, or even a dam construction site, and make the trees, mountains, waterfalls, and even people.



The “Almost” diorama started with the book “The Hetch Hetchy and It’s Dam Railroad”, which I purchased over 35 years ago. When I saw the picture of the tower and mixer (Fig 1) on the side of the canyon, something pinched me inside and said *You Must Build!*

Figure 1: The Hetch Hetchy site concrete plant prototype showing many of the items modeled. The tower carries 4 side-by-side elevator skips for raising concrete to an elevation where it can flow in chutes and pipes by gravity to the location where needed.

Using a magnifying glass and guesstimating sizes, I drew up the plans. I designed a jig to build up each

section, combining them to form one continuous structure. The lumber for the tower and the mixer were a combination of hand stained pre-cut and hand cut wood.

Not sure how I developed my staining technique, but, it has become my staple. I start by drawing a piece of chalk across the strip, then, using my index finger and thumb, I rub it into the wood. The natural oils in my skin thus create a durable “oil stain”. The staining on the tower is over 34 years old.

About half way into building the mixer I volunteered to build a Z-scale diorama of the city of Marysville, Washington as it appeared 100 years ago, for their Historic Society. This took me about 2 years to build from original research to completion, and included a train, a trestle, a river, 35 buildings one of which was a lumber mill, all created from paper and balsa wood, pre-computer. I also made 20 or so people using cocktail toothpicks (had a natural head shape on one end). All the windows were hand drawn using a black sharpie and white drafting tape, then shrunk down to scale through a process of trial and error, then copied at the local copier store.

Right after turning this project over to the society, my husband got transferred to Georgia, and the tower and mixer were carefully

packed up and stayed out of mind for the next 32 years. When I saw that the NMRA Convention was to be held in nearby Orlando, I decided it was time to bring them out and build them a home.

The Canyon for the project is built up using scraps of Styrofoam from appliance stores and from a theater set I helped build. Each layer was secured using wooden skewers, toothpicks and Tacky Glue. Next I covered the foam structure using “Viva” paper towels and a mixture of Gesso, water and acrylic craft paint. This brand of paper towels has no embossed pattern making it ideal for this papier-mâché like technique.

When this was dry I applied acrylic washes of browns and grays. When the washes were dry, white “Chalk” paint was dry brushed on, followed by a final wash of brown, black, and green. Smoke soot was drawn on with a black pastel stick, and the outhouse stain running into the river was applied with a brown pastel. Pastels were also used to apply weathering to the buildings, and railroad stock.

All the building plans were hand drawn first to scale, then templates were made from cardstock for cutting and gluing the hand cut balsa strips. As noted before, the Tower and Mixer included pre-cut wood, whereas, all other structures and the tracks were made from hand-cut lumber using the tool “Master Screw Balsa Stripper” by Windsor Propeller Co., which I confiscated from my husband who built wooden RC planes. My glue of choice was originally Elmer’s wood glue, but then I discovered Aleene’s Tacky Glue, and later her Super Tacky glue, which I applied with toothpicks.

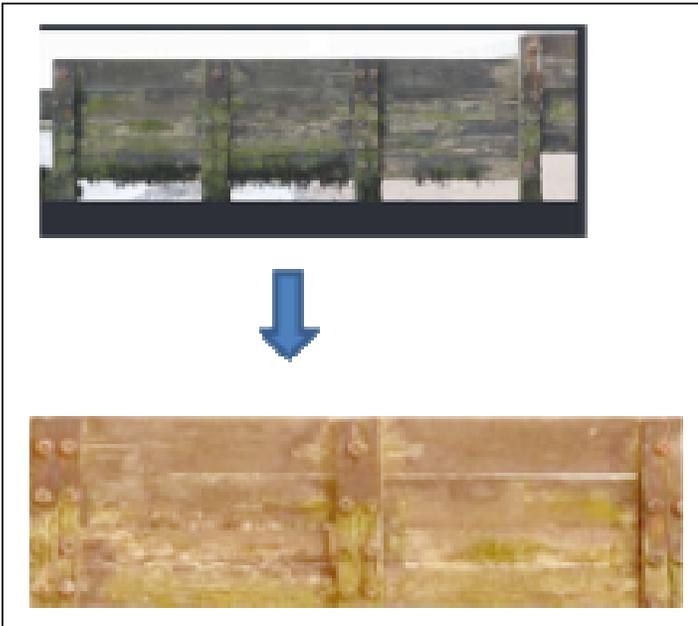
Several elements of the diorama were “Imagineered” (a Disney term), using pictures of items totally not related. The best examples are those of the “metal” roofs and the “Dump Cars”. To create the metal corrugated roofing I started with a picture I took of an old washboard I have (below.) I then downloaded this picture into my “Photo Explosion” program where I selected out the lined



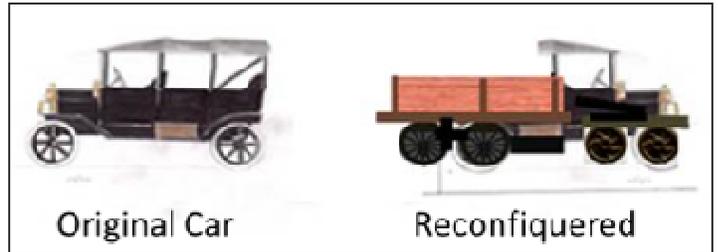
area, then altered its color and lighting. Next I copied this onto my “Power Point”, where I shrunk it vertically, and stretched it horizontally. Then, using the “Copy” and “Paste” functions, I arranged about 20 of these on one slide. After printing I cut them down into scale size, applying a smudge of brown on the front edges to give a weathered effect.

A similar technique was used for the dump cars. On the website “3D Textures” I found a photo of an old fence on a beach (top of next page), which I downloaded into “Photo Explosion”, selected a section of the fence, altered its coloring and lighting, then copied and pasted my new element into my “Power Point”.

I also saved this new element into my pictures folder as a jpeg, which allowed me to download it onto my “photo Explosion” where I could select out portions, to combine together to make the “Dump” car. This was then printed, cut out and folded into its final shape. An aged wooden effect was accomplished by printing the medium brown element onto grey cardstock. The wheels (reproductions of real wheels shrunk to size), and other details were then added. The aggregates in the dump cars near the conveyor consist of crushed Kitty litter and play sand. The rocks in the other cars were constructed using small pieces of foam-board,



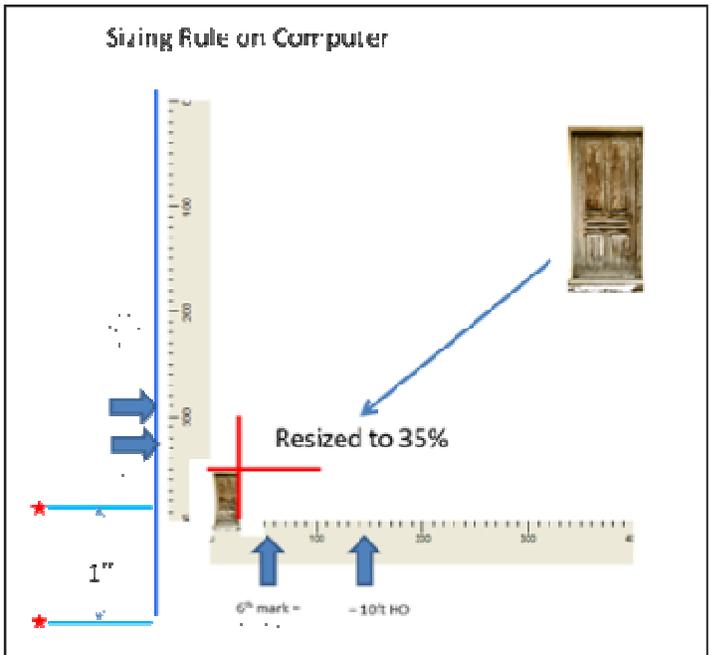
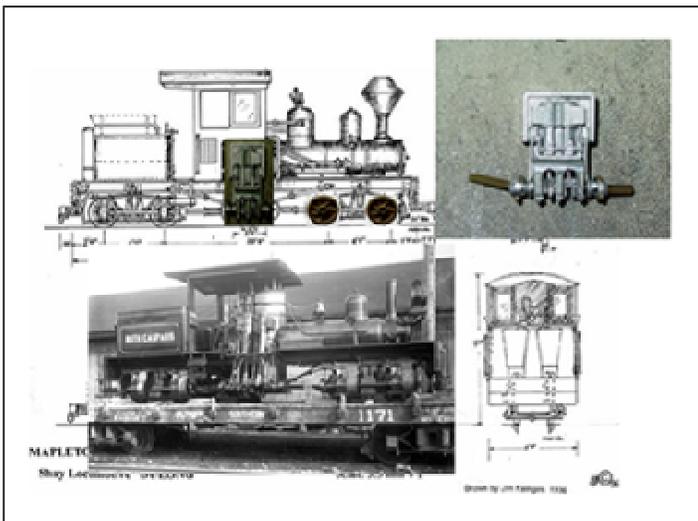
The “cables” were made by painting thread, then applying a film of tacky glue. They were secured using brass crimping beads. People were added to fill in the story of the site. To create them I twisted very small pieces of wire together, painting on pieces of toilet paper with diluted glue for clothing. Heads and arms were painted skin color, and then clothing colors were added last. The crates being unloaded are covered with copies of actual crate labels from “Pinterest”, and the truck was created by altering a car I previously drew for another project (below). As with other items this was done using the Drawing box on Power Point.



squished and covered using the same technique as the large rock canyon walls.

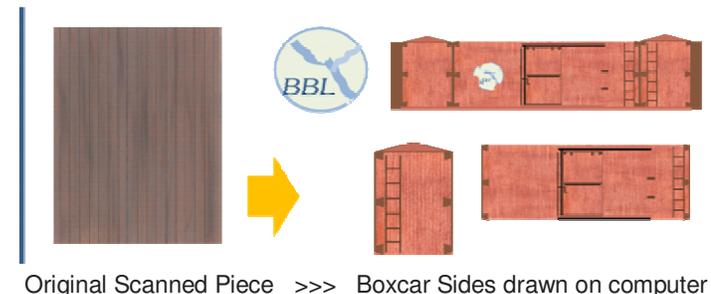
The Shay locomotive (below), my personal favorite, was built up from cardstock, toothpicks, and balsa, using a plan obtained on the net. I built the gearing with the toothpicks and cardstock separate, then, added it to the side of the locomotive.

To get all created items to scale I developed a Scale Ruler on Power Point (below), using the available grid and ruler. By using a printed copy of my ruler, I can note sizes using a metal N-scale ruler, which can be translated onto the screen scale ruler. This technique guarantees the item will be the appropriate size when printed. This came in very handy when creating all the various wheels, doors and windows, all of which were drawn larger than needed, making adding details easier.



To build the boxcars, I started with a small piece of scribed balsa sheet (below), rubbed in my stain, scanned it into my computer, altered the coloring and lighting and selected a portion to use. This was then, copied and pasted together to form a box car side. Additional elements including the logo were drawn using the elements in the “drawing” box in “Power Point”.

I’m not sure which was the most time consuming, or the most fun, the actual building or the research. Hours upon hours were spent looking things up, like the “Lidgerwood” cable system, or the Donkey cranes. Most times I found myself going to other sites, much like a treasure hunt.



The hardest part was deciding what I wanted to include versus that which I had time and room for. Just days before the Convention I was adding electrical poles and lines because I realized that power had to come into the camp and site below somehow from somewhere off the diorama. I also included little vignettes scattered throughout, thus making the whole diorama tell a story.

Layout Construction for Operations

A Continuing Series on Operations

By Steve Prevette, Central Savannah River Division 09

A change of topic for this article – layout construction to support operations. Not just the track plan, but the foundation for the model railroad and more importantly – the spaces between the benchwork – the aisles. Even if you are not interested in Operations, I hope you may find some of the construction topics in this article useful.

I am currently involved in two layout construction projects – one on my own model railroad in South Carolina and another 2,000 kilometers away in Canada.

My job has taken me on several trips to the Chalk River Plant (Canadian Nuclear Laboratories) in Chalk River, Ontario. During a posting I made to the Operations Special Interest Group (OPSIG) Yahoo Group (Ry-ops-industrialSIG@yahoo.com) I signed the email as “on the road in Chalk River”. This led to an email reply by Blair Smith, who had recently retired from the plant.

Blair emailed that he had a new, larger “house-covered” basement built and is currently building an HO scale operations-oriented model railroad. I should point out that there is great value to “networking” through groups like the NMRA, the SER, and the OPSIG (which is an off-shoot of the NMRA).

Blair is working on a model of the Algoma Central (<http://www.agawatrains.com/>) shooting for a 1980 or 1990 timeframe. Within the new large basement he is building a triple decked layout! This gives him the opportunity to have a representative model of the whole railroad, and he is incorporating operating interchanges with the Canadian Pacific, Canadian National, and Ontario Northland. A friend has a good sized collection of CN and CP equipment he'd like to be able to run, so the interchanges will include some visible runs. Importantly for this phase of the project, one of the folks he has enlisted likes wood-working but (as of yet) has little interest in model railroading. During each of my work related visits to the area, I've been helping out a few evenings and during the middle of the trips a Saturday or Sunday.

Double or triple decked model railroads appear to be growing in popularity. Tony Koester has recently authored “Designing and Building Multi-Deck Model Railroads”. (See <https://kalmbachhobbystore.com/product/book/12434> for those interested in more details.)

From an operations perspective, multiple decks allow for a longer run. We may remember Tony's former single deck Alleghany Midland, which he abandoned in favor of shifting from a free-lanced fictional railroad to prototype (Nickel Plate) and used double decking to lengthen the run. He has allowed him to shift from Centralized Traffic Control simulated on the AM, to full Time Table and Train Order (TT&TO). Having longer runs between towns means a train crew can't just look ahead to the next town, they have a better opportunity to role play by the rules of TT&TO.

Blair's project also includes a series of shelves that continually climb around the basement similar to Tony's Nickel Plate, rather than using helixes to connect the deck levels. He also prepared the basement with two stud walls to support decks on both sides of the stud walls to form peninsulas. He has a very detailed computer aided design track plan which has been through several revisions. He also has experience with past “smaller” model railroads which sound quite “large” to me. After putting up stud walls, he did mockup several shelf heights and widths to better visualize what was happening in three dimensions. Since I am over 6 foot tall, my arrival also helped with checking out head room for duck-unders and lift outs and other access issues. One example of the value of the mockup process was we discovered the turnback curve (“blob”) at the end of one of the stud walls should be shifted off-center to add more aisle width next to a yard, and decrease

the aisle width where few switching operations were expected.

This brings us to the subject of aisle widths. Those who have been around a while know of John Armstrong. He was a prolific model railroad designer, and also bean-pole thin (at least compared to the current standard-sized model railroaders). A 24 inch wide aisle was about the widest he designed. Today's model railroads have generally moved to 30 inch aisles as a minimum. You may find tables of suggested aisle widths in several track planning books.

The smallest aisle I have is a 14 inch wide “emergency access” aisle which was used rather than a lift out. I have a 30 inch dead end aisle in an area where there is usually only one person, and if another needs to get in the aisle it can be a squeeze. There is only switching on one side of the aisle so this helps.

My other main aisles are 36 inches. One lesson though is that in the aisle next to the main yard, I used to have a 42 inch aisle width in Washington state, but reduced it in South Carolina to 36 inches. It is amazing the pain caused by the loss of the six inches, which leads to the reconstruction project on my layout (to be discussed later). If you add multiple decks, with the need to have step stools (or even full steps) to reach the top level, and having to bend over to get to the lowest level, you need more aisle width.

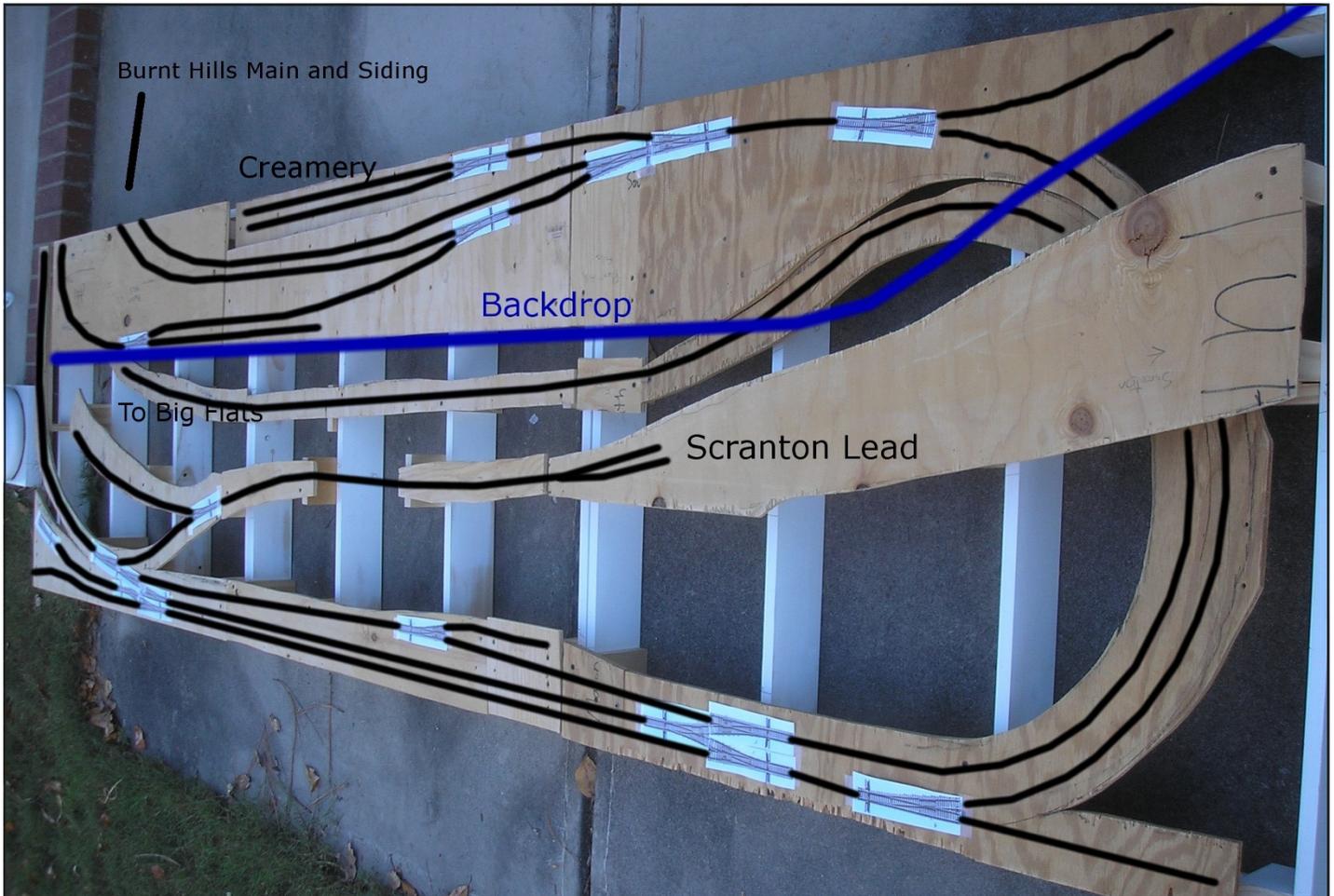
In Blair's case, the assumption we are making is that because the model railroad is in a rather remote area, the usual operations crew size will be only 5 or 6 people. So, interactions between operator's backsides will be less. However, since Blair wants to use TT&TO to dispatch his layout, we have spent a lot of effort on planning where the dispatcher will be and how orders will be provided to train crews.

My Burnt Hills and Big Flats is in a smaller area and in a pinch, the dispatcher can hand orders to train crews. Of late, there has been sufficient turnout of operators that we have been able to have “Operators” receiving and posting orders at the train order stations and towers. A point to be made here is – how the railroad is to be operated – can affect construction.

(There is a good overview of TT&TO at <http://virginian.mdodd.com/ttto-tutorial.html> for those not familiar with the concept.) The impact on construction is two-fold – a longer running distance between towns is desired (though not mandatory), and a place to put the necessary administrative support (operators) is needed. One final note – Blair and I caused quite a stir in the OPSIG discussing the possibility of using cell phones and computers to serve the role of station operators when there is a small crew available.

A construction “lesson” from my experience is building a railroad in moveable sections. This allows not only for household moves (my layout has gone through nine moves) but also has benefits with construction. I have included photos of the Washington state to South Carolina move with this article. The photo of the sections (there are two stacked) coming off the moving truck is the original three foot by six foot layout that has been part of the railroad for 35 years. However, it is now showing its age and is being replaced. The replacement is shown in the photo and allows for several goals:

- Uses a blank space in the layout room – peninsula is being extended by seven feet.
- Eliminates some original 3% grades and tough vertical curves that were okay with a small layout, but causes 16 car trains occasional problems now.
- Eliminates the Coal Yard Crew in Mayfield from playing “bumper butts” with the Burnt Hills switching crew. The aisle will remain 36 inches wide, but there will be no turnouts that will need to be thrown behind the Coal Yard operator.
- Allows for a train crew departing Mayfield to stay on one side



of the peninsula, rather than going back and forth, which also caused interference with the Coal Yard operator.

The current peninsula rebuild is shown above. Thanks to local operator (and division superintendent) Robin Riley for building the grid. One thing I found of value was to rough in the track plan on the photo using a photo graphics software. This has provided a good visualization of the track plan prior to laying track. Yes, I did have a paper plan, but I have always found that laying out the actual track components (here paper copies scanned from N scale turnouts) to be useful for the final effort.

Moving experiences are shown below. At lower left the preparations for move from Washington. The layout has been dismantled and stacked in the garage. Note the odd sized shapes. Not exactly liked by the moving companies, but they moved them none the less.

At lower right the original two 3 x 6 sections being off-loaded at SC. These are the original 3 by 6 layout, and have 14,000 moving miles on them.

I hope you have found these observations and lessons to be useful to your efforts.



One Man's Layout: Making Progress and Having Fun

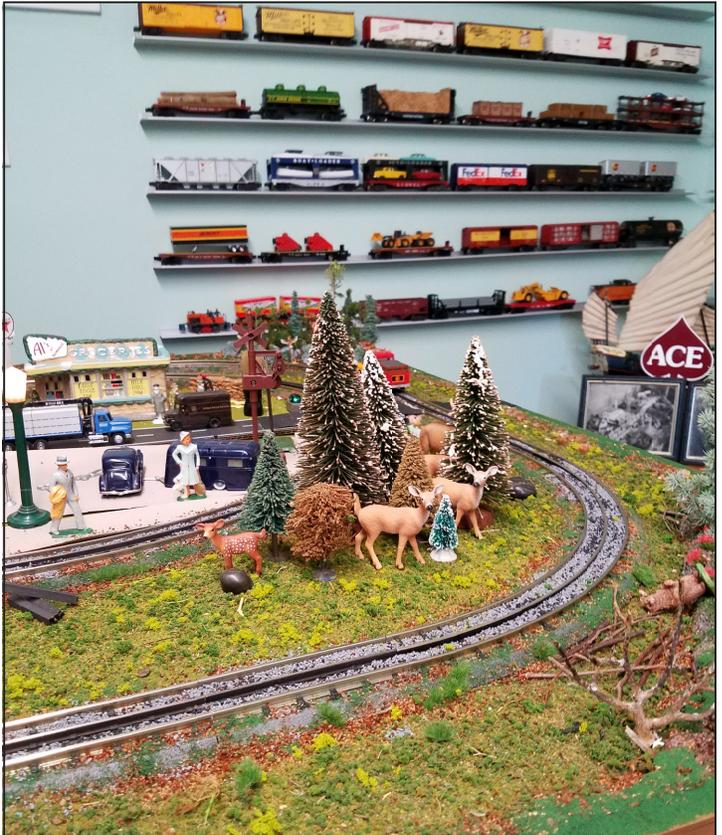
By Al Karnitz , Piedmont Division 5

I have a train set up I've been working on for some time and now I'm on the scenery and weathering part. I would like to share some pictures and few words with the readers of the SouthErner.

I have my very first train a passenger with the green Pullman car #1664. I believe its a 1947 and still runs. There is about 70 cars and 10 locomotives in my collection. I'm now working on my

mountains & scenery. I'm semi-retired living in Norcross Ga. I have collected train stuff and many other toys for quite some time.

You will see I had a 16' x 20' train room built behind our home. There are 2 @ 10' x 5' boards in an L-shape configuration. I can run 3 trains at a time. There is not really a particular railroad just a bunch of different powers units and cars. I'm working on the village and developing some foam mountains in the far corner, as well as other scenery and some roads. Love the magazine and the articles.



THE BUSINESS OF RAILROADING (PART 5)

By Tom Schultz, Steel City Division 02

The Business of Railroading

In late breaking recent news, Hunter Harrison, CEO of CSX passed away on December 16. The stock of CSX rose \$8 billion in value upon news of his hiring and lost \$4 billion in value upon his death. He had a distinguished career in the railroad industry.

Unfortunately, analysts were of the opinion that CSX was left in "chaos" with his departure. His strategy of "Precision Scheduled Railroading" was finding that at CSX it was more difficult to implement because of CSX's sprawling 21,000 mile network. Big delays led the Surface Transportation Board to contact the company this summer over what it called widespread degradation of service.

Legal Affairs and Defective Railroad Ties



One of the more interesting occurrences in terms of the business of railroading is a lawsuit brought by Norfolk Southern Rail-

way against Birmingham, AL, based Boatriight Railroad Products Inc. who produces wooden railroad ties. At question are 4.7 million ties. I have handlaid a lot of ties but 4.7 million is beyond anyone's capabilities! Norfolk Southern alleges that Boatriight failed to use proper protective treatment on them. Instead of using materials that preserve the wood, officials with Boatriight allegedly ordered workers to "make them black by whatever means necessary" so they appeared to be properly treated but were not according to the lawsuit.

"So long as the railroad ties had the same physical appearance as a tie that had been properly treated, it did not matter to defendants if the substance used to 'make it black' was actually a wood preservative at all." Motor oil, anti-freeze, paint and other substances which would not effectively preserve the wood were used on the ties instead of creosote, the company alleges.

Boatriight also provided misleading samples to a consultant for the railroad who was checking on the quality of its work, the lawsuit alleges. The firm's employees were instructed to take the consultant out hunting at the same time he was to be inspecting railroad ties being treated at the facility, the lawsuit states.

The state of the nation's railroad tracks has come under scrutiny in recent months amid concerns about derailments of lengthy trains hauling oil or ethanol in the Midwest and the South. The National Academies of Sciences recently called for more thorough inspections of freight railroad tracks. More frequent inspections are needed to prevent potentially catastrophic derailments of trains hauling oil and ethanol in which ruptured tank cars can produce giant fireballs, the scientific organization said in a report this month.

From 2009 to 2014, Boatriight provided Norfolk Southern with nearly 5 million railroad ties, and virtually all of them were installed in the railroad's network, the lawsuit said. About 4.5 million of them are described as cross ties; and 193,000 are switch ties. Also included in the total are about 72,000 inferior bridge ties, according to the suit.

Source: The Birmingham News, November 1, 2017

Implications? How about unexpectedly interrupting an operating session for tie inspection and then a re-routing of operating trains

resulting from defective ties? Blame the lawyers for the disruption.

GE To Exit The Railroad Business

General Electric announced in October that it is looking to exit from the railroad business, one of its oldest business lines as its new CEO, John Flannery looks to streamline the conglomerate. The company is looking to partner, spin off or possibly sell the operations of the GE Transportation division. An outright sale could trigger a big tax hit since GE has owned the business for a century and it is valued so low on its books.

Although GE is one of the world's biggest makers of freight locomotives, the business is cyclical and has been suffering lately from slack demand. In the first nine months of 2017, the unit's revenue slipped 8% and profits fell 15%. The division accounted for \$4.7 billion of GE's total revenue of \$123.7 billion last year.

It is not clear what the transportation business may be worth or what other units GE is looking to jettison.

GE's diesel locomotives are primarily assembled in Fort Worth, Texas and western Pennsylvania. The division had about 10,000 employees at the start of the year, 2,000 fewer than the prior year. In July, GE said it would stop locomotive production at a plant in Erie, Pa., and shift the work to Fort Worth.

GE mainly produces freight locomotives, which sell for millions of dollars apiece. It eclipsed rival Electro-Motive Diesel, now a unit of Caterpillar Inc., as the biggest seller of diesel locomotives in the early 1990s. Rivals like Siemens AG, Alstom SA and Bombardier Inc. mostly compete in the passenger market.

Source: The Wall Street Journal, October 26, 2017

European Train Merger

A significant European rail merger was announced between German industrial company Siemens AG and French train maker Alstom SA with the goal of creating a European giant with the scale to fight growing competitive threats from state-backed Chinese rivals. The proposed merger marks a major test of Europe's ability to overcome national economic rivalries and establish a European champion, akin to Airbus SE in aviation. The deal faces the risk of political backlash in France, where Alstom's factories have been a symbol of national industry for more than a century.



The deal would dilute French control over Alstom, which shrank dramatically in 2015 when the company sold its electric turbine division to General Electric Co.

That deal handed a key piece of France's nuclear power business to G.E., outraging members of France's socialist government at the time. To ease French concerns the CEO of Alstom will lead the new business and its headquarters will remain in France. Siemens will be prohibited from owning more than 50.5% of the new company for four years, but after that can boost its stake as much as it likes. A combination would create a European transportation business with about \$18 billion in annual sales.

This merger is intended to help Europe's rail industry confront an increasingly serious threat: CRRRC Corp., the world's biggest rail supplier, and other companies in China's government-run train industry.

Source: The Wall Street Journal

Things That Go Thump, Thump, Thump

By Reed Ostrander, Gulf Division 4

Perhaps you have an engine, steam or diesel, that one day went thump, thump, thump all the way around your layout. And then perhaps it thumped and refused to move at all.

Now I have to say I have had this annoying syndrome more than once, and still have some engines that just plain stall or lurch along like a chicken with its head cut off. This is big time annoying and involves some of my best looking engines which is just plain infuriating. I have numerous compatriots in this fine hobby that have had the same experiences and have had to repair a bunch of engines that should not have need repairs.

Somehow many of the more influential model makers have followed a plan of making gears that eventually split and go thump, thump, thump or just jam up. I have a suspicion that the offending parts are molded of nylon but I have no proof thereof. What ever they are made of they commonly split along the axle and cease being a nice quiet gear doing its job of mobilizing the model. For heavens sake - why do they keep doing this sort thing? Must be a conspiracy to derange innocent modelers. Maybe it's a repair gambit! I don't know.

Why do I suspect that nylon is the culprit in this tale of woe? Two factors. One is it seems that nylon does make for quiet gearing which is nice compared to some of the ancient locos that sounded like coffee grinders.

Second is an old recollection of my mother's wanting moveable curtains in her sunroom back about 1950. Nylon was again available after WWII and systems of tracks with nylon rollers were developed to hang pull curtains. I installed such a system for mom and it worked very nicely - for a few years. Then the curtains would not pull along the track without skidding and scratching and close inspection on a ladder showed extensive cracking and breakage of the wheels. The whole system had to be replaced.

From that time on, I have not knowingly bought nylon anything. I also remember mom's nylon stockings "running", meaning a thread would break and pull a gash-like hole in the stocking with the result that the offending stocking was to be tossed out or used to strain paint. They were pretty good at straining paint.

So what to do about model engines that go thump, thump, thump? Whether the gears are made of nylon or not, we need to get into the gear box and check for cracked gear shafts. I will not delve into steam engines at this time so diesels are the subject items here.

Perhaps you are afraid of pulling engines apart because you might mangle them further. But if you cannot run the engine in question what's the difference? So here is how to go about the fix-it process. If you are careful and a bit patient you can get it done.

You will need a few tools as listed below and some very good lighting.

1. Gear/wheel puller
2. Small drill press (not essential)
3. Small screwdrivers and toothpicks.
4. A-LINE replacement gears as shown in figure 1. Have



Figure 1. Replacement gears.

5. enough for all axles.
6. Good quality synthetic gear lube such as LaBelle 102
7. Good quality light axle lube such as LaBelle 108 or Hob-e-lube HL661
8. Foam engine/car cradle
9. NMRA wheel and track gauge

Place the engine wheels up in the cradle. If you have an engine with a great deal of fine, breakable detail or a nice weathering job you may want to remove the superstructure. This entails finding the screws or snaps that hold it on or if you are lucky, just removing the couplers will allow the superstructure to lift off. If held on by screws don't remove any that hold the motor or weights on the chassis.

How to tell? If the screws are below the middle of the engine they probably hold the motor in place, but maybe not. Screws found under the fuel tank usually hold the weights particularly on Athearn products. If the superstructure is held by cast on clips, carefully release them using small screwdrivers and toothpicks.



Figure 2. 1) Gear case retainer plate
2) cracked gear spread open 3) clip

Many older models incorporated the side window material in the snap on clips making it especially onerous to release them (dumb).

When the engine is reclining up-side down on the cradle you are ready to release the gear case retainer clips. The gear case retainer is shown in **figure 2**. Note the four clips that hook the retainer to the sides of the gear case. This is where you need a good light source to show you the way to get a small screwdriver blade under the clips and release them by lifting them.

This is the frustrating part of the job. Take your time and it will happen. You will regret trying to force the issue. Hold the partially opened retainer with toothpicks and expect it to slip and need to be released again. Eventually the retainer will come off.

Next pull the side frames and the metal power pick up plates off the gear case and wheels noting how they mount (**figure 3**). There are variations. You may want to make some notes and take some pictures of these moves.

At this point the drive wheels and gears are before you. You can now remove one of the axle-wheel assemblies. Inspect the gear shafts for cracks which may be quite fine. But a give away is that the wheel will easily pull out of the gear shaft which explains why the engine did not run well or at all (figure 4).

Inspect all the axles and remove the wheels from all cracked gears. Don't lose the square bushings that seat the axles in the gear case. Replace the wheels and bushings in new gears. (A drill press can help here.)

Twist the wheels into perfect gauge and alignment using the NMRA gauge. By perfect I mean exactly that. You will have poor operation of any engine with wheels even slightly out of gauge. If perfect you will see a bit of light on each side of the flange ways through the gauge when a wheel set and gauge is held up to a bright light such as a window or lit light bulb. Don't scrimp on this or you will find the engine regularly derailing on turnouts or crossings. You could ask how I know this is so. Experience, my friend, is profound.

Now reassemble the wheels, metal power picks ups, side frames and apply just a bit of synthetic gear lube (102, not the white glop which dries out) to the gears. Very lightly lube the axle bushings (108 or HL661) and press the retainer plate on to the gear case. You are done with the first truck! Now check the other truck the same way and replace all split gears.

It might be a good time to place tiny drops of thin plastic tolerant synthetic lube on the axles as well. If the superstructure is off, pop off the retainer clip holding the gear case top to the chassis. This will

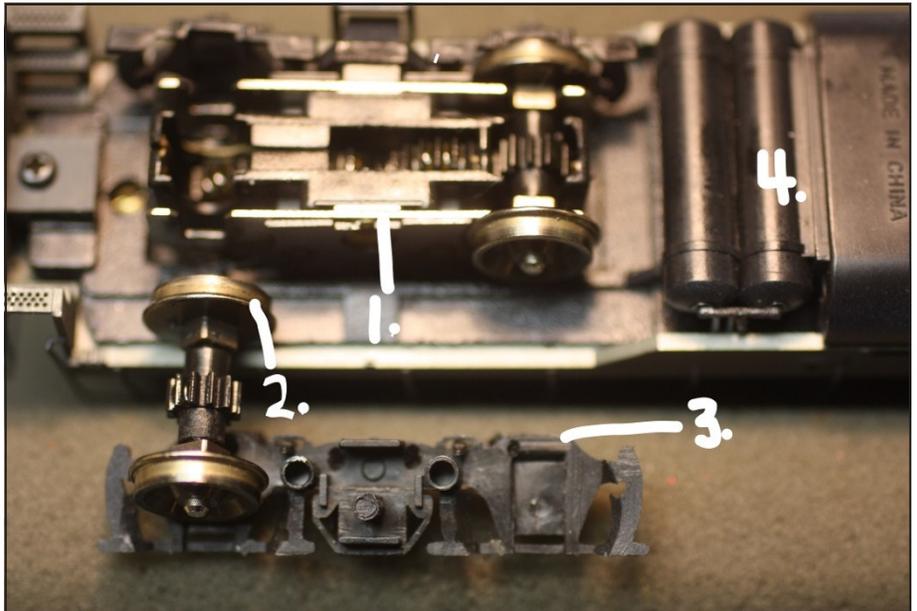


Figure 3. 1) Gear case 2) removed wheel and gear set
3) truck side frame 4) engine frame.

open access to the worm gear and put a small amount of 102 on the worm gear. A bit of the light synthetic oil (108 or HL661) can be judiciously placed on the universal joints as well.

By golly it's done. Leave the superstructure off and put the engine on the track and see if it is now back in smooth operational condition. Run it through a few turnouts and make sure all goes well. Boy I hope so. If so - replace the superstructure and run that baby and enjoy.

If not, clean the wheels and try again. It better op right or it's time to try again - maybe in a week or so once the frustration has died down. But I have to say that every time I have carefully gone through this rigmarole I have had the satisfaction of getting the engine back up and running well without redoing it a second time. But I suppose there will be a time!



Figure 4. 1) Holes in metal power pick up plate fit over attachment posts on side frame; 2) truck side frame.



SOUTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION



Financial Report

December 31, 2017
 Sally Bando, SER Treasurer

BANK ACCOUNTS				BALANCE
Wells Fargo Checking - SER Account				\$19,010.36
Wells Fargo Checking - Convention Account				1,405.70
Total All Bank Accounts				<u>\$20,416.06</u>
CERTIFICATES OF DEPOSIT				
	<u>CD Number</u>	<u>Maturity Date</u>	<u>Balance</u>	
Wells Fargo CDs-12 month	90827807	6/18/2018	7,916.32	
12 month	840482	8/26/2018	7,637.36	
12 month	1067968	9/9/2018	4,009.54	
6 month	32902	3/10/2018	9,715.64	
Total All CDs				<u>\$29,278.86</u>
Total Cash				<u>\$49,694.92</u>
Restricted Cash				4,632.05
Delattre Designation				941.00
Total Non-Restricted Cash				<u>\$44,121.87</u>

Notes and Recent Activity:

Military memberships: 21 retired/3 active, Counted 2 rail passes as part of fund. Corrected balance

All Cd's have rolled over into 2018, will look into Money Market.

Restricted Cash refers to the Life Time Memberships.

Convention Account has increased because of profit share from 2017 SER Convention of \$824

Need to renew our Web address in June, 2018



SOUTHEASTERN REGION

NATIONAL MODEL RAILROAD ASSOCIATION



Sally Bando SER Treasurer

Statement of Income & Expenses December 31, 2017

	Budget	Actual
	FY2017	FY2017
INCOME		
Member Subscription (SER)	5,200.00	4,938.16
NMRA Region Rebate	2,100.00	2,134.00
Southerner Ads	300.00	1,176.00
Pike Ads	400.00	336.00
DVD Sales	35.00	115.00
SER Patch	0	36.00
SER Car	900.10	274.00
Active Military Donation		912.00
Retired Veteran Donation		120.00
Other Income		20.00
Total Income	8,935.10	10,061.16
EXPENSES		
President	100.00	0
Vice President	0	0
Secretary	40.00	0
Treasurer	Awards/Gifts	100.00
	Bank Charges	50.00
	Bonding	170.10
Registrar	Mailing	50.00
Membership	Mailing	335.00
Education Programs	Contest Awards	200.00
	AP	75.00
	Muller	35.00
	Yarbrough	50.00
Pike Ads Mailing/cards	100.00	8.35
SER Car		50.00
SER Patch		496.66
Active Military Donation		44.00
Retired Veteran Donation		135.00
Good & Welfare	100.00	0
State of Ga.	Incorporation	30.00
	Printing &	
Southerner	mailing	5,000.00
Division Support	2,500.00	3,315.09
Donations		19.90
Total Expense	8,935.10	10,279.33
Surplus/(Deficit)		-218.17



Membership Report

NMRA Summary By Division

Membership By Division	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Membership Change Nov - Nov
0 Mid-South	47	45	44	44	45	44	41	43	43	41	42	42	42	(5)
0 Steel City	89	85	86	86	87	84	91	106	106	104	103	104	102	13
0 Dixie	43	42	42	44	44	45	45	46	45	45	46	46	47	4
0 Gulf	44	44	44	46	47	47	43	45	45	44	44	45	46	2
0 Piedmont	404	400	466	475	501	500	496	504	498	499	504	506	446	42
0 Empire	55	56	59	62	61	61	60	61	61	61	61	62	61	6
0 Palmetto	102	102	101	100	105	106	107	109	109	106	105	105	109	7
0 Atlantic	53	51	51	51	51	51	54	52	52	55	55	55	54	1
0 Central Savannah	20	20	23	23	24	22	23	23	23	23	23	24	22	2
1 Bluff City	46	43	42	43	45	45	46	43	41	40	38	37	37	(9)
1 Cumberland	54	55	58	57	58	58	53	55	56	57	57	58	58	4
1 Smokey Mountain	62	62	64	65	68	67	65	65	64	64	63	63	60	(2)
1 Headquarters	62	60	63	64	65	65	64	64	63	60	63	65	66	4
1 Magnolia	25	26	25	26	25	26	25	28	27	26	26	28	27	2
1 Land O' Sky	90	91	91	90	90	88	85	80	81	79	77	78	78	(12)
Total	1196	1182	1259	1276	1316	1309	1298	1324	1314	1304	1307	1318	1255	59



Membership Report

SouthErneR Subscription Summary By Division

Subscribers By Division	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Subscriber Change Nov - Nov
01 Mid-South	20	20	21	21	22	22	20	19	19	18	18	18	20	0
02 Steel City	35	37	34	36	35	36	40	37	39	37	38	38	45	10
03 Dixie	6	6	6	6	5	6	8	6	7	8	8	8	10	4
04 Gulf	23	23	23	22	22	22	24	21	21	20	21	19	24	1
05 Piedmont	186	195	191	185	175	180	198	172	177	172	179	177	216	30
06 Empire	27	28	27	24	25	25	27	22	22	22	23	23	30	3
07 Palmetto	44	46	47	44	44	45	49	43	44	44	45	44	52	8
08 Atlantic	34	34	33	30	29	29	33	27	27	23	25	18	31	(3)
09 Central Savannah River	7	7	7	7	7	7	9	8	8	7	7	7	9	2
10 Bluff City	15	17	16	15	17	18	19	16	17	17	17	15	19	4
11 Cumberland	25	27	27	25	26	26	28	26	26	26	26	28	31	6
12 Smokey Mountain	30	31	29	27	25	26	31	26	26	23	24	23	30	0
13 Headquarters	28	29	29	28	28	28	30	26	28	29	30	30	35	7
14 Magnolia	9	12	12	11	12	12	12	11	11	10	10	11	12	3
15 Land O' Sky	31	34	31	30	32	33	35	30	30	29	29	26	35	4
Out of Region	63	64	70	67	67	65	63	68	72	75	81	84	81	18
Total	583	610	603	578	571	580	626	558	574	560	581	569	680	97

NOTE: The Out of Region total includes 22 Life subscribers not in the National database. This total includes both out of region subscribers and individuals located within the SER.



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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 provide a contact name and phone number. Websites will be listed if given.

Atlantic Division 8

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 Tom Kabele, tkabele@sc.rr.com
Grand Strand MRRC, Myrtle Beach Mall, North Myrtle Beach, SC, Joe Corsetti,
843-236-9148, yrusoslo728@aol.com, www.gsmrrc.org
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

The Memphis N-Scale Road Railers
The Memphis Society of Model Engineers—The 1st Saturday Night Group
Highland St Church of Christ, 7:30 PM contact Ned for add'l info:
nssavage@juno.com

Central Savannah R Div. 9

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

Cumberland Division 11

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

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

Empire Division 6

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

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

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
Chattanooga Modular Modelers, Inc. www.chatmodmod.org
Mark McAllister 423-424-0352 Monday & Thursday at 6:30 pm

Carolina Mountain Division 15

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

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

Mid-South Division 1

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

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 Offik 864-884-2165
www.piedmontsouthern.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

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
Boomers, John Rieken, Saturday a.m. Ops Athens, Gwinnett, Commerce areas,
email for specific dates jrieken@windstream.net,
Chattahoochee Express Operating Group, Chris White 770-594-2618
Country RRoads Modular (HO), Morris Smith, sawdustmaker@mindspring.com, www.countryroadsmodular.com
Georgia Association of Narrow Gaugers, Pat Turner 423-744-0429
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, Phil Stead, trainman07@aol.com, all scales,
meets weekly at a member's home
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 Troughaugh (770)-844-1076
<http://www.nglrc.org> OR questions@nglrc.org
North Georgia Modurail, Jon Cook (770) 993-9620
NWGA T-Trak Club - Jim Newland, Kennesaw GA, jim@casadiego.com
678-358-9171
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

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

Black Warrior Model RR Society, Tuscaloosa, AL, Bob Way 205-556-3073
Smokey City Model Rails, B'ham, AL www.smokeycityrails.com/
Wrecking Crew Model RR Club, B'ham, AL Jason Parham 205-534-6529
Steel City Shifters Operating Group jstew@bhamrails.info

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Ethan, Josh and Joseph enjoy operating on a “working” model railroad. They join in with the grownups. Truth be told, they do a great job, sometimes better than the guys they came with. These young guys know what to do, and do it well.

Education Chairman Larry Burkholder’s column in this issue challenges each of us to help the future of the hobby by getting young people involved in operations as a way to get their attention and keep them involved as they get older.