



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



The **SOUTHERNER**



Volume 60 No. 3

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Summer 2019



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The **SOUTHERNER**



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FRONT COVER

Alan Mole presents John Stewart, immediate past editor of the SouthErneR, with the *President's Award for Outstanding Contribution to the SER.*

BACK COVER

Willie Clonts - 1st Place Diorama

Editor: Ed Juaire - 782 Jays Way, Ringgold GA 30737-8954
423-826-7212; SouthErneR@ejpj.com

Advertising: Mark McAllister,
3626 Missionaire Ave, Chattanooga, TN 37412-1452
423-653-7487; mlmcallister@gmail.com

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Jack Varadi
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The President's Car Larry Burkholder



As my first report in this position I thank everyone who voted for me as your president and everyone who voted in this election regardless of who you voted for. It's important that you participate in SER activities and have your say in who represents you there. I thank Alan Mole for his service as President these past few years.

Thanks also to the other officers and directors who are leaving the Board.

My elevation to the President's position means I am resigning as a Director and Education Chairman. I have appointed Ken Mattern from Huntsville, AL as Director through 2020. Ken was one of the five good candidates running for two Director's positions. I believe it is important to have representatives from different geographical areas of our region.

Additionally, Owen Maddux of Signal Mountain, TN, a member of the Cherokee Division, will be the new Education Chairman.

Please welcome both of these SER members to their new positions.

The SER is in good shape and has been shepherded well by those who have gone before. I hope to continue the good work and to successfully navigate the inevitable problems that will occur. With membership support I am sure we will continue to be the premier region in the NMRA.



NMRA National Convention
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2020 SER CONVENTION
Cartersville, GA
June 19-20, 2020

SouthErneR Interchange

Let me begin by thanking Alan for asking me to follow in the footsteps of John Stewart and Paul Voelker. They made tremendous changes to this publication and I will do my best to uphold their traditions.

For a bit of background about me, I too, as many of you may have been, first started in model railroading with a Lionel tin-plate set. It went from one to two sets with a layout in the basement of my Pawtucket, Rhode Island home on a 8x10 foot table my father built. Like many of us, fumes got to me as a teenager - perfumes and car fumes - which put trains to one side with one exception. My mother's uncle was a dispatcher for the New Haven so on many occasions, I visited with him during his third trick shift at Providence's Union Station tower.

I delved back into the hobby after being married for a few years, building a layout based upon the Atlas "King Size Layouts" plans. Two house moves later meant two new layouts, then meeting and operating with several other modelers in the Massachusetts and Connecticut towns near me. Much of my enjoyment came from years of dispatching a friend's layout in Rhode Island from my current home in Ringgold, GA.

As a member of the Chattanooga Area Model Railroad Club, I am involved with the new layout being built at the Tennessee Valley Railroad Museum, primarily involved in the electronics end of the layout. My years as a radio broadcast engineer is the basis for enjoying the electronics end of the hobby and operations in particular.

Nuff about me.

You'll not find me writing an editorial type column in future issues. Rather, I'm looking to all of you to submit something for this page. You undoubtedly noticed the column's new name. This is your publication and I really want you to contribute your experiences which can be of much help to all of us, especially to new modelers and members of this division. Photos welcome too.

With that, start thinking of what you want to share in the "SouthErneR Interchange." Don't worry about being a great writer. Send your Interchange to SouthErneR@ejpj.com and get published. If you prefer, you can mail your submission, my address is on page 2 or call me at 423-598-7212.

The Fall issue deadline is September 1. Hope to see your submissions.

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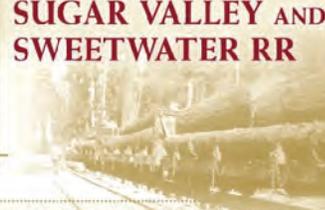
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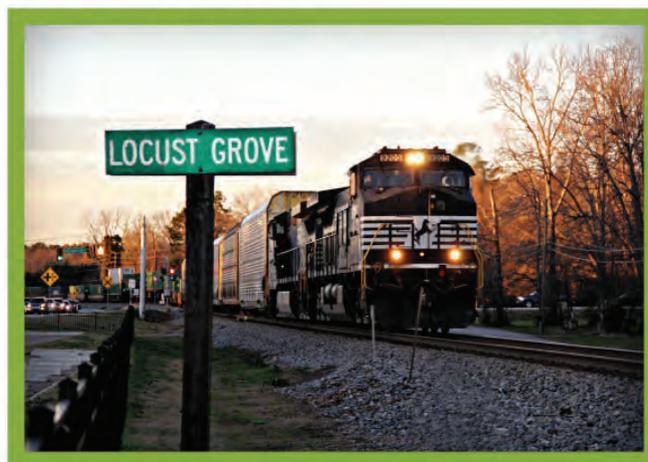
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From Alan Mole

As I pass on the responsibilities of SER President to Larry Burkholder, I want to thank all of you who have given me excellent support over the past three years. I have thoroughly enjoyed serving the SER as President and will continue to serve the Board as Executive Adviser with the same enthusiasm and energy!

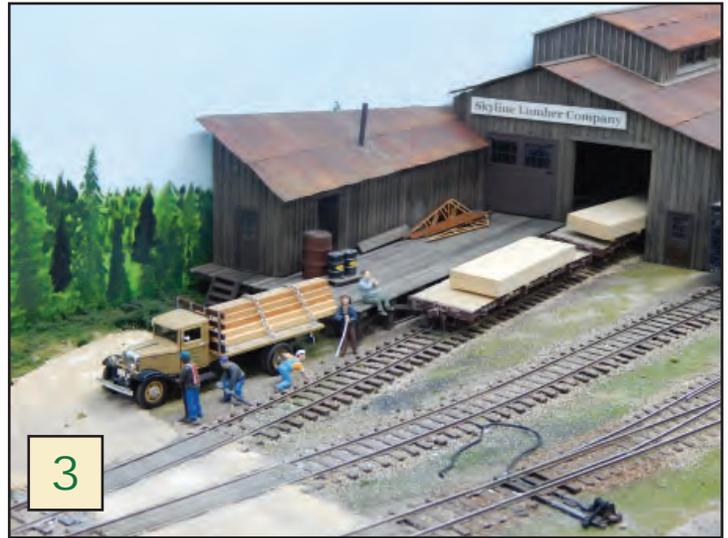


While many might argue that participating or running for office at the Region or Division level is not for them, I would encourage you to consider contributing your talents to this worthy effort. One of the most important aspect of volunteering is the opportunity to have a diverse group managing the Region's affairs. For me, diverse translates into different ideas and points of view that should enable the BOD to remain fresh and forward-looking in its efforts. If you are interested but unsure of what opportunities would be the "best fit" please begin in your division and then perhaps check out the various committees that support the SER BOD. (See ser-nmra.org/officials).

Now for something different! Over the past few years, a major part of my modeling has been related to creating buildings from pictures. Phil Stead challenged me to build some structures on his On3 layout using plans or photos (and my imagination). Here are a couple of photos of work I did for Phil, as well as my last build for my On30 layout. Guess the location? Clue: Somewhere in Alaska!

Have a wonderful summer!

Alan



- 1 - Coal trestle at Alamosa (scratchbuilt by Author)
- 2 - Osier engine shed (scratchbuilt from B&W photos by Author)
- 3 - Skyline Lumber Company, Chama 2 (scratchbuilt by Author)
- 4 & 5 - The Oar House



Decatur, AL

HISTORIC UNION DEPOT

The historic Decatur union passenger depot was built by the Southern Railway in 1905 and is a symbol of the city's rich railroad heritage which extends back to the 1830s when the first railroad west of the Allegheny Mountains, the Tuscumbia, Courtland and Decatur was built. A union depot was the result of the joint use of the depot by two railroads, the Southern and the Louisville & Nashville railroads.

The Depot was Alabama Main Street's 2015-2016 Historic Preservation Project of the Year. Its street address is 701 Railroad Street, 35601.



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Operations

Train Control and Signals - Part 2 Track Warrant Control by Steve Prevette Central Savannah River - Division 9

This article is a continuation of the previous article (*Spring 2019 SouthErneR*) on signals to cover some of the more modern train control methods. I'll start with Track Warrants, which may also be used on "dark" railroads, that is, railroads without any form of signaling. Track Warrants (and also the related "Direct Traffic Control") were able to be implemented once radio communications was reliable ACROSS THE WHOLE RAILROAD. Radio in the cabs of locomotives go back to steam locomotive days. But they were only useful for short range communications, such as operations in a yard. Once radio repeaters (much like cell phone towers) were installed for a railroad, any location on the railroad could be contacted, including moving locomotives. In the 1960's, locomotives and cabooses started to display "radio equipped" logos.



Railroad management realized they could save money by eliminating the middle man in Time Table and Train Order (the station or tower operator) who wrote down the order and handed it to the train crew as they passed their location. Direct communication with the train crew eliminated these jobs, and also allowed direct communications between train crew and dispatcher, even between stations. For a good introduction to TWC, see this 11 minute video; www.youtube.com/watch?v=0hEg9cOTzW4. It is interesting as it actually includes cab ride video. It does include an order change as the train approaches a siding.

Track Warrant Control does have the following advantages for a model railroad.

- No signals are required
- Orders can be shouted across a small room, or walkie-talkies may be used
- The order logic is simpler than Time Table and Train Order
- Generally all trains are treated as extras, so we no longer have to worry about a schedule

Track warrants are similar to TT&TO in that they authorize movements from one point to another. However, a Train Order may cover several things happening ahead of time. I can tell an engine "Engine 32 Run Extra Mayfield to Sidney." If there is a conflicting southbound train I want Eng 32 to wait for, I can add "after the arrival of Extra LV 311 South" to the order.

Let us say there is another southbound that Extra 32 must meet, Extra 7 South. Before issuing the Run Extra order, I can order both trains "Extra 32 North Take Siding at Burnt Hills and meet Extra 7 South." Once the meet is completed at Burnt Hills, both trains may continue on their way to their final destinations. So the dispatcher may set things up (if he or she is planning ahead well enough) and "fire and forget" about Extra 32 North.

As long as the Dispatcher does not authorize any conflicting southbound extras, there is nothing more to do. It also needs to be noted that Extra 32 North must stay clear of any scheduled trains. Reading the scheduled and staying clear of scheduled trains is the responsibility of the train crew in TT&TO. TWC would have to have warrants for the meets between "scheduled" trains (if any) and the other "extras."

Track Warrants, on the other hand, are more like "Mother May I" sequential operations. The dispatcher can only authorize Extra 32 North to proceed Mayfield to Burnt Hills for the meet with Extra 7 South, then

Form 19	Burnt Hills & Big Flats Railroad	Form 19	Form 19	Burnt Hills & Big Flats Railroad	Form 19
Order No. 2	Date: June 5, 1970	Order No. 1	Date: June 5, 1970		
TO: C&E Eng 32 AT Mayfield		Extra 7 South TO: C&E Extra 32 North AT Mayfield	Sidney		
Eng. 32 Run Extra Mayfield to Sidney after the arrival of Extra LV 311 South		Extra 32 North take siding and meet Extra 7 South at Burnt Hills			
Operator: SSP Time: 1:10 PM		Operator: SSP Time: 1:05 PM			

must issue a new Warrant for completion of the run. These warrants come from an earlier attempt to use Track Warrants on the BH&BF when it was in Washington state. Note that the two warrants only get each train to the meet in Burnt Hills. Once the two trains report they are at Burnt Hills, then a new pair of warrants is needed to continue the trains to their final destinations.

We tried a few sessions. The one held for some out of town visitors went well. At the time, I did not feel the effort to dictate, write, and read back track warrants was worthwhile, and we stuck to "Mother May I" oral dispatching in Washington.

TRACK WARRANT NO. 1 DATE June 5, 1970 TO: 2927 AT MAYFIELD 1. <input type="checkbox"/> TRACK WARRANT NO. IS VOID. 2. <input checked="" type="checkbox"/> PROCEED FROM MAYFIELD TO BURNT HILLS ON MAIN TRACK. 3. <input type="checkbox"/> WORK BETWEEN _____ AND _____ ON TRACK. 4. <input type="checkbox"/> NOT IN EFFECT UNTIL _____ M. 5. <input type="checkbox"/> THIS AUTHORITY EXPIRES AT _____ M. 6. <input checked="" type="checkbox"/> NOT IN EFFECT UNTIL AFTER ARRIVAL OF LV 311 SOUTH AT MAYFIELD. 7. <input type="checkbox"/> HOLD MAIN TRACK AT LAST NAMED POINT. 8. <input type="checkbox"/> DO NOT FOUL LIMITS AHEAD OF _____ 9. <input type="checkbox"/> CLEAR MAIN TRACK AT LAST NAMED POINT. 10. <input type="checkbox"/> TRACK BULLETINS IN EFFECT. 11. <input type="checkbox"/> OTHER SPECIFIC INSTRUCTIONS: OK 1:05 PM DISPATCHER SSP RELAYED TO _____ COPIED BY _____ LIMITS REPORTED CLEAR AT _____ M BY _____ (Mark "X" in box for each item instructed.)	TRACK WARRANT NO. 2 DATE June 5, 1970 TO: 2943 AT SIDNEY 1. <input type="checkbox"/> TRACK WARRANT NO. IS VOID. 2. <input checked="" type="checkbox"/> PROCEED FROM SIDNEY TO MAYFIELD ON MAIN TRACK. 3. <input type="checkbox"/> WORK BETWEEN _____ AND _____ ON TRACK. 4. <input type="checkbox"/> NOT IN EFFECT UNTIL _____ M. 5. <input type="checkbox"/> THIS AUTHORITY EXPIRES AT _____ M. 6. <input type="checkbox"/> NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____ AT _____ 7. <input checked="" type="checkbox"/> HOLD MAIN TRACK AT LAST NAMED POINT. 8. <input type="checkbox"/> DO NOT FOUL LIMITS AHEAD OF _____ 9. <input type="checkbox"/> CLEAR MAIN TRACK AT LAST NAMED POINT. 10. <input type="checkbox"/> TRACK BULLETINS IN EFFECT. 11. <input type="checkbox"/> OTHER SPECIFIC INSTRUCTIONS: OK 1:05 PM DISPATCHER SSP RELAYED TO _____ COPIED BY _____ LIMITS REPORTED CLEAR AT _____ M BY _____ (Mark "X" in box for each item instructed.)
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I have operated on only one layout using track warrants and that was Joe Fugate's Siskiyou Line HO scale railroad south of Portland, OR. This was during a national NMRA convention held in Portland. I was on a train crew as a conductor for half the session and acted as dispatcher for half the session. It was fun, however must admit it did not convince me to implement TWC.

In a teaser video, Joe does explain TWC and you can hear dictation of a warrant at www.youtube.com/watch?v=obkIliKq8oI. He points out the dispatcher can plan ahead and pre-write warrants for the next move. I was rather surprised to find out in researching this article, Joe has dismantled his layout and there is a "Lessons Learned" video on that.

Joe also has a series of books available which are useful for model railroad operations and I do recommend. If anyone reading this article does use TWC on their home layout (or a layout they operate on as a guest), let me know as I would like to add further points of view about Track Warrants in future articles.

One possible simplification of TWC is to have the dispatcher write the warrants and deliver (or have them delivered) to the train crews. This depends upon ease of access around the train room and how large is the room. This would speed up the process versus dictating the order to the train crews and having them repeat it back. Advantages of TWC include

- Relative simplicity of format versus all of the rules related to train orders
- All trains can be run as extras, forgoing the schedule
- Transmitting of warrants by radio directly to train crews is realistic
- No signals are required, not even train order signals
- Remote control of turnouts (by the dispatcher) is not required
- It is prototypical for most railroads from the 1970's to present

I hope you are finding the articles on train control interesting. So far we have moved from "Smoke Signals" (very informal cooperation between train crews) to "Mother May I" (dispatcher provides informal clearances to go from here to there) to the more realistic Time Table and Train Order, Manual Block, and now Track Warrants.

We will delve into Centralized Traffic Control and Automated Block Signals (ABS). Both of these topics are reasonably simple if you are a train crew operating on the layout. However, for the layout owner the infrastructure investment can be steep. To some extent if you understand electronics (transistors, integrated circuits, or even Arduino's) you can build your own electronics and save money.

If you want to interface with your computer there are circuits you can build or install, and you can write your own software or go to commercial products. Then there is the cost of the models of the signals themselves whether scratchbuilt, kit built, or purchased. There is everything from the old reliable "Twin-T" circuit to JMRI (see www.jmri.org). I do not intend to go through the electronics / software necessary for CTS and ABS, but will discuss what it means for model railroad operations.

As usual, rule number one applies – it is your model railroad and your choice as to what you find interesting and affordable in terms of time and money. Visiting other model railroads (and operating on them) is always a good option for learning lessons from others and finding out what you may want to emulate.

Along that line, I do want to invite any interested operators to Aiken, SC for an Operations Day on Saturday, August 10.

Please email me at prevettejs@gmail.com for a reservation to operate on my Burnt Hills and Big Flats (photo right), and Don Barnes' HO Scale Baltimore and Ohio 36 by 78 foot HO layout. Information on how the BH&BF operates may be found at bhbf.weebly.com.



Education Report Larry Burkholder

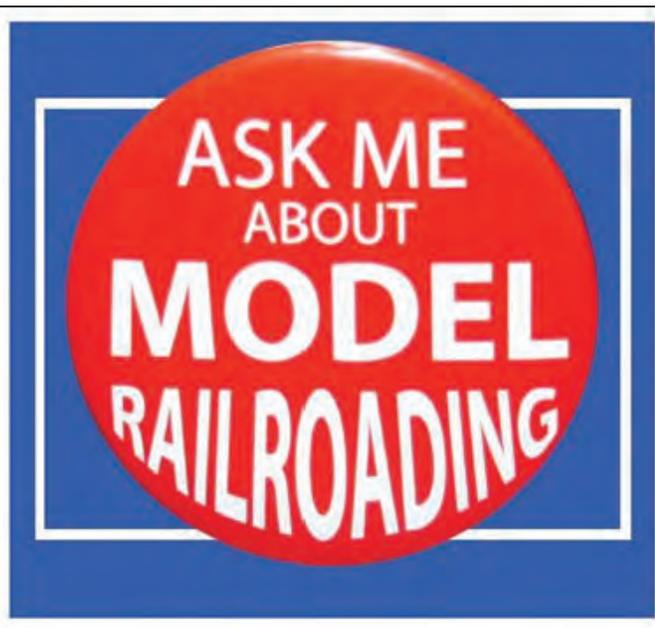
This is my last report as the former Education Chairman.

I'll end by saying that I think "education" is the key word in the growth of our hobby.

1. Educating those already in the hobby gives them improved skills and make the hobby more fun.
2. Educating young people about railroads and the fun in model railroading is necessary to capture their interest from other distractions.
3. Educating the public about our hobby and its availability in the area can attract older individuals that used to have an interest in model railroading and forgot about its enjoyment.

Clinics in a division meeting can take care of the first point. Public events by our divisions can help with the other two points. It seems to me that many clubs and divisions put all their focus on their own activities, mainly just running trains and having closed clinics. With the reduced number of national train shows the public has little chance to see the hobby in their area and few non-hobbyists travel far to attend them in other areas.

In your next division meeting explore the idea of a public day, and/or, set up an open house at your club.



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The Business of Railroading

by Tom Schultz
Steel City - Division 2

Since the Fall 2018 *SouthErneR*, several significant events have occurred in railroading.

Crude Producers Resort to Trains

Positive business trends in one industry often result in positive trends in another. Such is the case with crude oil. And in this case, it is the United States and Canada that are doing well. The Wall Street Journal discuss these trends.

The use of trains to carry crude oil is surging after dropping in recent years amid concerns about safety, as drillers in parts of North America produce more oil than area pipelines can accommodate.

An average of 718,000 barrels of crude a day traveled on America's railways as of October, an 88% increase from a year earlier.

Much of the recent oil train growth is due to record shipments from Canada, where pipeline expansion projects, including Keystone XL and Trans Mountain, have stalled amid environmental opposition and legal delays. Crude-by-rail shipments also have ticked up from North Dakota's Bakken region and the Permian Basin of West Texas and New Mexico, according to energy-monitoring firm Genscape Inc.

The crude-by-rail comeback is expected to last through late this year in the Permian and longer in North Dakota and Canada, as companies struggle to lay new pipe as quickly as drillers are getting oil out of the ground.

Shipping oil by train is more expensive than sending it through a pipeline, so producers often avoid making long term commitments to rail companies. It costs about \$20 a barrel to send oil by rail from Canada to the U.S. Gulf Coast, compared with about \$12.50 by pipeline. But pipeline projects typically lag behind growth in oil and gas production and the gap has lengthened in many parts of the country in recent years as local activism has made it increasingly difficult to complete projects. North American oil production topped 15.6 million barrels daily in August, a 17% annual increase.

Bottlenecks have grown particularly severe in Canada.

The congestion caused companies including Houston-based ConocoPhillips and Calgary-based Cenovus Energy Inc. to sign rail deals. The purpose is to bridge the oil companies over to the next pipeline expansion in a few years.

Implications for model railroaders may include intensifying maintenance on your tanker fleet to keep them in service to meet heightened demand to and from the oil fields to oil refineries and acquiring additional tank cars. In addition, operating sessions may need to be altered to add additional activity in oil production and shipping.

Europe's Planned Rail Deal to Rival China Hits Regulatory Roadblocks

Franco-German plans to create a rail company able to rival Chinese competitors hit roadblocks when the European Union's competition authority listed objections to a planned merger. The European Commission, the block's competition law enforcers, told Germany's Siemens AGF and France's Alstom SA, the block's two largest train makers, that their planned merger is problematic because it would quash competition in the supply of trans and signaling systems.

The merger has been championed by the governments of France and Germany. The merger is aimed at challenging China's state-owned railway behemoth CRRC on the global stage, modeled on Europe's aviation giant Airbus, which was created to rival Boeing of the U.S.

Financial Performance of Railroads

Railroads did not enjoy a great year in terms of stock performance in 2018. However, that was mainly caused by a broader sell-off in the overall stock market than weak performance by the railroads. Their operational numbers were very impressive throughout the year thanks to brisk activity in commodity markets, particularly energy, coal, and chemicals and tight trucking capacity that boosted intermodal volumes for railroads.

CEOs of leading railroads expect the tailwinds to spill over into 2019. While trade tension caused by tariffs could cause issues, there are reasons to remain bullish on railroad stocks like Canadian National Railway, CSX and Union Pacific.

CN had a very agile 2018. When operational challenges hit the company early in 2018, the railroad swiftly initiated aggressive actions to win back both consumer and shareholder confidence. CN changed CEOs and fast-tracked a massive expansion program, and spent record sums of money on equipment and infrastructure to boost capacity, all within a span of a few months. The results of this were demonstrated in the fourth quarter (4Q18) when management boosted its fiscal 2018 adjusted earnings guidance that it gives to Wall Street analysts by 4%. CN's total expenses relative to revenue and is better if lower rose nearly 2.8% to 61.6%. That was because of capacity and workforce expansion which isn't a bad thing if demand is increasing.

With 27 capacity expansion projects coming online in fiscal year 2018, CN has positioned itself well to capitalize on its unparalleled three coast network and take advantage of strong markets in 2019 and beyond.

CSX was in a tough spot as 2018 began as its leader Hunter Harrison died unexpectedly at a time when it was developing and implementing big growth plans. Harrison's new "precision scheduled railroading" operating model that focuses intently on key metrics like train velocity can hugely boost productivity and cut costs. The new CSX CEO James Foote is carrying on Harrison's vision as evidenced by CSX's dramatic improvement in operations. Its expenses were reduced by 8% while revenues grew 7%. CSX's cash flows increased dramatically. For shareholders, this may result in improved dividends. CSX increased its dividend by 10%.

Union Pacific is the last company for discussion. Full disclosure. The author of this article models the U.P. and also owns real stock in the company which has done very well. The Union Pacific announced a new Chief Operating Officer, Jim Vena in 2016. Vena was with CN for 40 years and that includes the years when Harrison led the company. The stock market greeted his appointment with an 8% gain in U.P. stock value. U.P. has one of the strongest cash flow profiles in the industry, having doubled its operating cash flow in the past 10 years. The company also raised its dividend by 10% last July, increasing total dividends by nearly one-third in a year's time.

Things at UP may only get better for one big reason. UP recently borrowed ideas from CSX and launched a program called the Unified Plan 2020 with focus on precision scheduled railroading. UP is also reducing expenses like its CN and CSX counterparts. Carloads in December exceeded expectations and productivity is improving.

Credit must go to Harrison Hunter. His influence is still being felt throughout the industry. Credit needs to go to the Neha Chamaria who wrote this content for the Motley Fool which is an investing publication. None of this is intended for stock investing purposes. Please talk with people qualified to help you. The information is intended for enjoyment and for assistance in thinking about how you plan and operate your model railroad. It is great to see railroads thriving worldwide.

*Railroads Revolutionize Operations
And Changes How America Moves Its Goods*

Freight railroads generally have operated the same way for more than a century: They wait for cargo and leave when customers are ready. Now railroads want to run more like commercial airlines, where departure times are set. Factories, farms, mines or mills need to be ready or miss their trips. Major freight haulers have revamped their systems by using fewer trains and holding them to tighter schedules.

Their customers are paying for the new approach. Shippers are complaining that they cannot keep up with the new timetable, causing late fees to accrue and cut into profits.

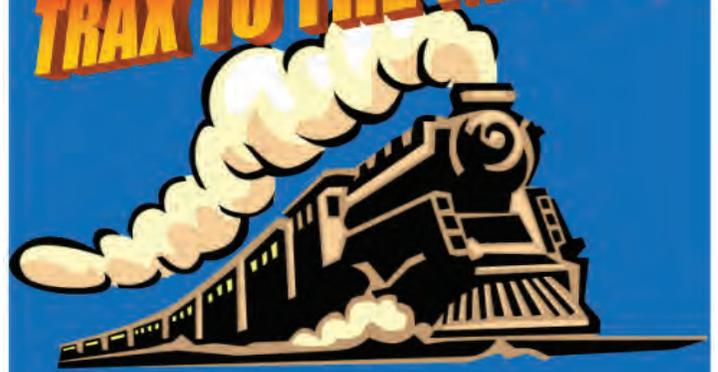
At issue is how fast shippers can return railcars to service after unloading or loading cargo. Starting earlier this year, railroads are giving them only 24 hours to return empty railcars—half the grace period they used to give—and after that are charging a “demurrage” fee of \$150 a day. Under the previous 48 hour window, shippers earned credits by returning cars early and used the credits to offset fees when they had to hold onto a car for weekends or holidays.

The largest U.S. railroads received more than \$1.4 billion in such charges in 2018 and are on pace to exceed that this year.

Some shippers say there are often no quick adjustments they can make to their industrial operations, which can involve expensive upgrades and long construction, to meet the tighter delivery window. Some smaller shippers said the fees were wiping out all of their profits and costing them customers. Many have started offsetting the fees by charging customers a flat charge per car. This has not been well received by customers. A challenge to operators of modern model railroads is how to incorporate these concepts into your operating sessions? If anyone has any thoughts, please let me know.

2020 SER CONVENTION Cartersville, GA June 19-20, 2020

TRAX TO THE MAX II



**The Piedmont Division invites
you to save the date for the
2020 Southeastern Region
Convention!**

- ◆ **Clarence Brown Conference Center**
- ◆ **Hampton Inn—Cartersville**
- ◆ **Prototype Tours**
- ◆ **Layout Tours**
- ◆ **Train show**
- ◆ **Clinics and much, much more!**

SERTRAXTOTHEMAX2020.COM

The 2019 SER Convention

On behalf of the Cherokee Division and the 2019 Convention Committee, I thank everyone who attended the SER Annual Convention, Choo-Choo City Rails, in Chattanooga, May 31 – June 1. We had over 280 attendees and guests from 20 States, Canada, UK, and Denmark.

Our goal was to provide a convention with outstanding clinicians, located near family-friendly tourist attractions like the Tennessee Aquarium and the Bluff View Art District. And with many nearby unique restaurants and shops.

ScaleTrains.com had an outstanding turnout of over 250 people at their headquarters in Benton, TN on Thursday prior to the convention. Attendees were able to tour the office and purchase items in the warehouse. Everyone then went out back to a huge tent to enjoy a catered barbecue lunch. Afterwards, buses took everyone to the loading point for a private trip on the TVRM's Hiwassee Loop train ride.

During the convention we had a wide variety of well attended clinics, self-guided layout tours, operating sessions and industry tours. The Contest Room had a large number of great models for everyone to see.

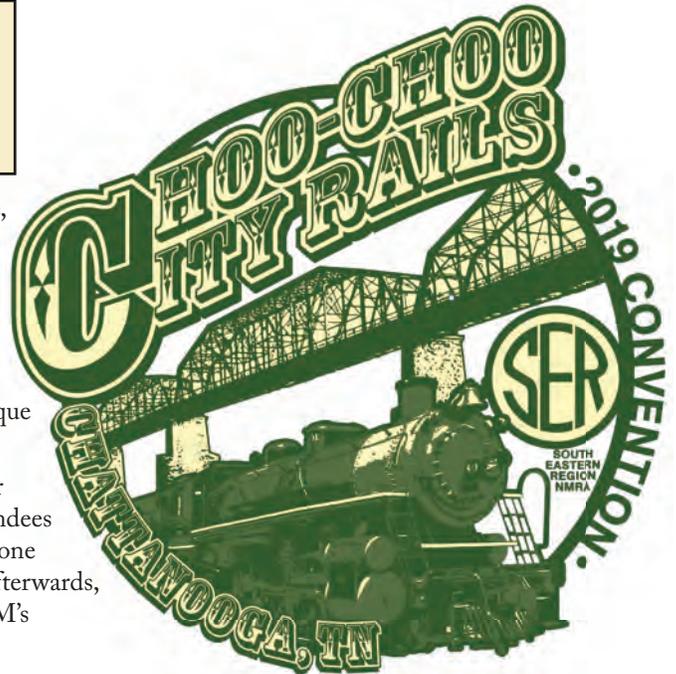
Pelle Søbørg, world renowned model railroader and author, was our keynote speaker at the banquet on Saturday evening before a crowd of over 230 people. Everyone I talked to said the food at the banquet was outstanding.

We thank ScaleTrains.com again for their generous support of this year's SER Annual Convention and for sponsoring Pelle's trip to the convention. We also thank Model Railroader Magazine for sponsoring Cody Grivo, and Riverdale Station for sponsoring Lance Mindheim.

And a special thanks to the staff of our convention headquarters at the DoubleTree Hotel. Their attention to detail meant everyone was able to relax and have a good time during the convention.

Of course I want to thank all of the 2019 Convention Committee members for their hard work over the last 18 months to bring this all together: Owen, Maddux, Bill Orman, Brian Ford, John Lanese, Mark McAllister, Dale Bryant, Ed Juare, Ed Tougaw, Shane Wilson, Brendan Brosnan and Justin Strickland.

Roy Masterson, Cherokee Division Superintendent & 2019 Convention Chairman



Lance Mindheim (green shirt upper left) and others enjoying operations on Bill Orman's Louisville Southern



The Clinics



Just a few of the 2019 Clinics

1. *Cody Grivno*
Modeling Crookston, MN
2. *Shane Wilson*
How a Model is Developed
3. *Pelle Sæborg*
How to Create Authentic Scenes on Your Railroad
4. *Carlton Brown*
RFID Systems
5. *Lance Mindheim*
Time as a Planning Concept
6. *JoAnna Long*
Scratch Building
7. *Steve Milley*
Laser Cutting
Creating Craftsmen Kits

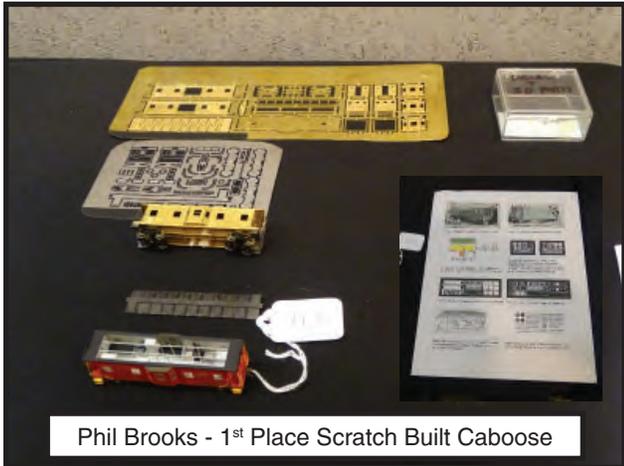
SER 2019 Convention Contest Winners



Bob Beaty - 1st Place Scratch Built Freight Car



David Whikehart - 1st Place Scratch Built Structure



Phil Brooks - 1st Place Scratch Built Caboose



Doug Hughes - 1st Place Kit Built Diesel



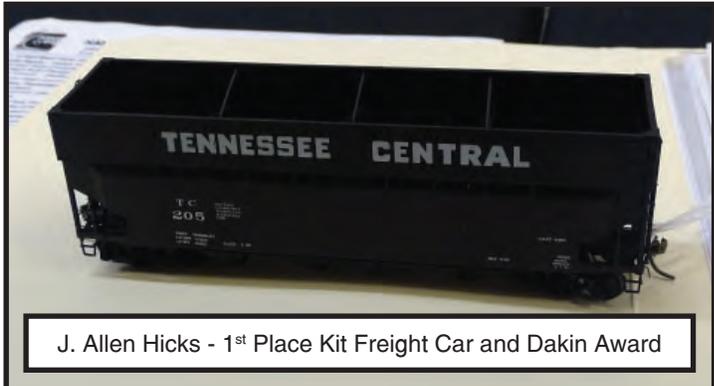
Charles Lampman - Golden Spike Award



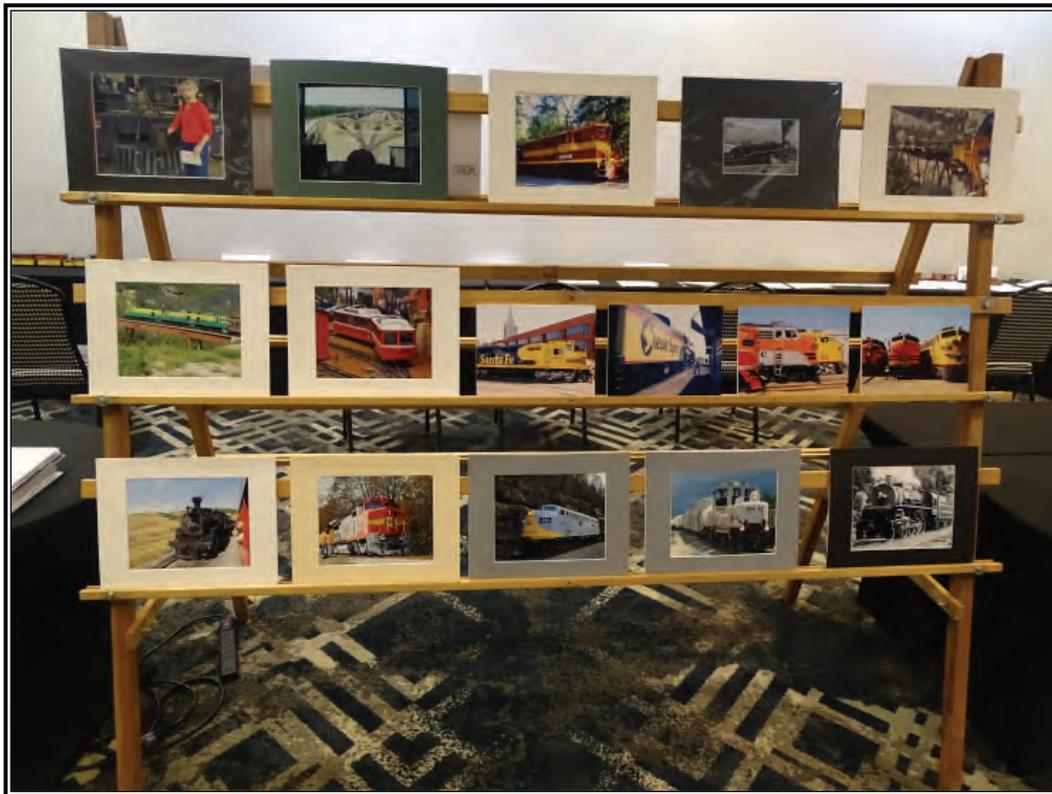
Jason Parham - 1st Place Kit Built Structure



J. Allen Hicks - 1st Place Kit Built Caboose



J. Allen Hicks - 1st Place Kit Freight Car and Dakin Award



1st Working On The Railroad - Kenneth Stinnette



1st Color Print Prototype - Keith Elrod



1st B&W Prototype Print - Walton Liles



1st Color Print Model - Walton Liles

SER 2019 Convention Banquet & Awards





6



7



8

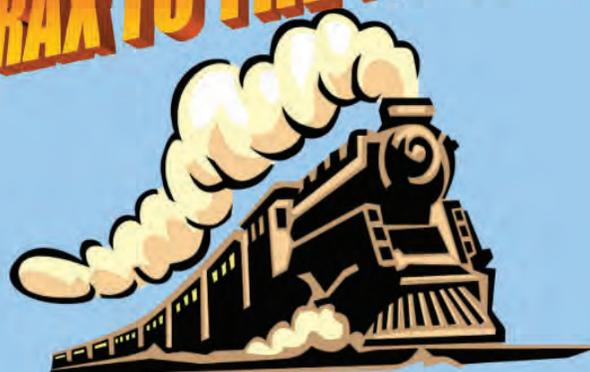
1. Doubletree Banquet Room
 2. Peter Banks receiving *MMR #628 Award* with Alan and Randall presenting
 3. *Certificate of Appreciation* awarded to Sally Bando for outstanding professionalism as SER Treasurer
 4. *Best in Show* award going to Phil Brooks
 5. Shane Wilson of ScaleTrains.com received the *Convention Support Award* for their generosity and support of the convention
 6. *Vern Yarbrough Award* presented to Rick Coble
 7. Tom Shallcross receives the *Dave Muller Award*
 8. Keynote speaker *Pelle Søbørg*
- Photos 2 through 8 courtesy James Bando*



2020 SER CONVENTION

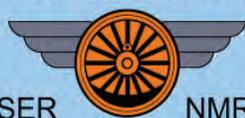
June 19-20, 2020
Cartersville, GA

TRAX TO THE MAX II



The **PIEDMONT DIVISION** invites you to save the date for the 2020 Southeastern Region Convention!

PIEDMONT DIVISION



Convention and Train Show at
Clarence Brown Conference
Center

Convention Hotel: Hampton Inn—
Cartersville for \$159/night

Clinicians and Speakers:

- Jim Gore MMR
- Brian Marsh
- David Popp
- Sam Swanson MMR
- Peter Youngblood MMR
- More to come!

Railfanning at Locust Grove and
Dalton Train Watching Platforms

Prototype Tours:

- Trinity Rail Servicing Facility
- Georgia Power's Coal and Gas
Fired Power Plant Bowen

For your travel enjoyment, there
are Pre- and Post-Convention
layout tours along the routes to
Cartersville, GA:

- Steve Austin's On30 Elkhorn
Iron & Timber Company RR
- Ted Yarbrough's G-scale
Denver & Rio Grande Western
- Alan Keller's HO Bluff City
Southern
- Dave Houseman's HO Chicago
Denver & Pacific

SERTraxToTheMax2020.COM

Achievement Program

New Awards in our Southeastern Region this Quarter



Steel City - Division 2
Larry E. Smith, MMR
Master Builder - Structures



Piedmont - Division 5
Julian (Jay) Wagner
Golden Spike Award



Robert Hoenes
Master Builder - Cars



Thomas Lloyd
Master Builder - Scenery



Thomas Lloyd Piedmont
Model Railroad Engineer
Electrical



Alan Mole
Model Railroad Engineer
Electrical



Cherokee - Division 13
Joanna Long
Master Builder - Cars



Plateau - Division 16
Arthur W. Landrigan
Association Volunteer

Division AP Chairmen for Divisions which have them

Steel City - Division 2
Tom Schultz; svrr@charter.net; 205-879-3603

Piedmont - Division 5
Randall Watson; randallwatson1@bellsouth.net; 770-831-5736

Empire - Division 6
Mike Braunstein, MMR; x996tt2002@outlook.com; 931-200-6758

Palmetto Division 7
Howard Garner MMR; cascaderail@bellsouth.net; 864-878-4705

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, labtexan@chartertn.net; 865-408-9903

Cherokee - Division 13
Dale Bryant; livewire@fbright.com; 423-991-5243

Carolina Mountain - Division 15
Ben Bartlett, MMR; b3j2c@yahoo.com; 818-883-2799

Plateau - Division 16
Richard Morris; rmorris52@twlakes.net; 931-864-3909

The following is from the NMRA website and 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.

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 Railroad Engineer—Civil
Model Railroad Engineer—Electrical
Chief Dispatcher
- 4. Service to the Hobby**
Association Official
Association Volunteer
Model Railroad 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.





Southeastern Region Division News



Division 1 - Mid-South ~ Jim Norris ~ jnorris2@charter.net



Welcome!

The Mid-South Division is located in the Northern tier of Alabama counties between Mississippi and Georgia, with the Southeastern corner dipping down to Gadsden, AL and the Northern border extending up to Fayetteville, TN. There are approximately 40 members spread throughout the division,

with most of the members living in the Huntsville area.

Our website is midsouthnmra.org.

The division meets the first Saturday of each month at the Decatur Union Depot, 701 Railroad St, Decatur, AL. The meetings begin at 9:30A.M. We usually have a short business meeting followed by a clinic of general interest to the membership and an operating session on the Decatur Union Depot layout.

The current clinic schedule is as follows:

- July 6 Sandy Warrington- Making Car Cards
- August 3 Ken Mattern- Using Arduino Computer

- September 7 Andy Smith- Using the NMRA Website
- October 5 Open

This year we have had presentations on Speed Matching Locomotives, multiple 3-D Printing clinics, a resin Castings and Moldings clinic and a Modular Layout Construction presentation.

Our efforts in support of the Decatur Union Depot Museum were recognized by the Decatur/Morgan County Tourism Bureau with the Good Neighbor Award. The museum, with its Division supported layout, has become a key attraction for visitors. The layout's 90% scratch-built structures were built and donated by Division members. Operating sessions following our monthly meetings are attracting 75-135 visitors.

The Division Layout Committee is assisting the Depot Museum to set up an outdoor G-Scale layout on the passenger platform adjacent to the observation deck. A portion of the effort will be an Eagle Scout project.

We are happy to report that following the lead of the Piedmont Division, we have awarded our first one-year youth membership.

Division 4 - Gulf ~ Reed Ostrander ~ drostrander@bellsouth.net



Well here we are again. Summer is here and we only got some of our intended model train projects completed for 2018-19. My suggestion is to finish those projects you can with a last rush of energy before going off to summer fun - you know, like mowing the lawn, planting the vegetable garden, going

fishing, to Disney World or whatever. Also select one or two of the unfinished or un-started not-so-big projects and chart them for completion during summer with the "left-over" time you have after the seasonal projects and vacations have been "completed."

I can also suggest having some friends over (even if not train modelers) for a run session in July or August and see what track needs cleaning or identify turnouts that stopped working and get the friends involved in fixing things. Then run a few trains. And just possibly get them to join NMRA because it's just so much fun. That's a double positive if you can pull it off.

So those are my suggestions. Keep in mind that there will be some summer - fall train shows worth working into your schedule as

well. If you reside in the eastern part of Division 4, the Big Bend Model Railroad Show and Sale in Tallahassee at the North Florida Fairgrounds June 22 is a good bet. Later the Wiregrass Model Train Show in Dothan, AL will be held September 20 and 21 at the Peanut Festival grounds on US route 231.

For mid division 4, the Flomoton, AL Railroad Junction Day (on US rt 29) will be held September 28; and the Pensacola Interstate Fair, October 17 to 26. At the latter both the big N and HO Pensacola Model Railway Club layouts will be running. The HO layout will include the new 12 foot long roundhouse modules.

These shows should help get the modeling juices flowing. More westerly, the Foley Railroad Museum in Foley, AL is a fun stop, or you might try the Emerald Coast Garden Railway in Milton, FL. Check the Club Car notes for additional fun opportunities. I do have to report that the Consolidated Model Railroaders in Panama City is gone due to the depredations of Hurricane Michael. It was just coming to completion as a big time, three tier layout. "No fair" Mother Nature! For you western Division 4 members, try the Wrecking Crew display at the McWane Science Center in downtown Birmingham, AL.



Birmingham Southern Model Railroad

Craig Gardner
President, CEO, CFO,
Engineer and Trackgang

205-979-2666
jcgard@bellsouth.net
www.bsmrr.com



LITTLETOWN RR

Bill Zawacki, MMR
Superintendent

152 Batten Board Way
Woodstock, GA 30189

678-398-7210
billz152@comcast.net



Santa Fe Railway
Colorado & Albuquerque Divisions

Peter Youngblood, MMR

0543 Memorial Parkway
Kennesaw, GA 30152

santaferrailway@aol.com
678 920-8818 (Cell)



When we last left off in our last report, we were about to host our annual Model Train Show. David Gelmini and his experienced train show staff volunteers pulled off a

fantastic show for 2019. We had lots of layouts that were viewed by modelers and future modelers for great ideas. There were 3 HO scale clubs, 1 N scale, 1-G scale, 1-Lionel and Live Steamers with lots of equipment on display.



Vendors from all over seem to have a very good weekend.



THANK YOU to David and his crew of dedicated volunteers for a successful show. The HO trainset that Sally Bando and the marketing team gave away, went to a winner for putting their names in our entry for providing their emails addresses for us.

On March 12th, Jackson McQuigg of the Atlanta History Center presented a history of the Civil War locomotive Texas and its restoration. It now resides at their new exhibit *Locomotion: Railroads and the Making of Atlanta*. Fantastic presentation was given by Jackson.

March was a super busy month since the train show requires a huge amount of time and organizing to bring it all together. It is one of our two largest outreach programs to promote model railroading along with the Piedmont Pilgrimage.

Perry Lamb's Train N Camp coordinator hosted the Pan Pastel course on March 30th. We had 9 attendees and 3 instructors for a 3-hour class devoted to weathering with Pan Pastels. We experimented with some different techniques to get some great results on rolling stock.



On March 31st, Chris Haon hosted his G scale LP & CL RR, located in the front yard of his home, to members and guest. The railroad depicts the Southeast from the 1940's to current and is always a big hit.

April 9th, we held our regular monthly meeting which also is our Spring Model & Photo Contest. Special thanks to our judges for reviewing some nice entries. Also, special thanks to Charlie Mason and Jim Datka for managing the model and photo contest. Very nicely done.

John Stevens, VP of NMRA BOD, was our presenter that evening. His clinic was on the Harvey Houses. He took the time to look back at history during the late 1800's and early 1900's of the Fred Harvey hotel and restaurants along the AT&SF Railway. Very informative clinic.

The Piedmont Division also hosted, again this year, a Facebook photo contest. There were many entries and great photos. We awarded 2 - \$25 Blue Ox Trains of Roswell gift certificates for each prototype and model.

Saturday April 13th was another busy day. Member Freddie Smith, who operates the GA Poultry Laboratory Network in Gainesville, GA, opened their HO Scale Industrial Diorama. It's a 9x36 foot, well modeled diorama of the poultry industry from North Georgia all the way to the Port of Georgia. Very well done and a must to see if you can.



Gordy Robinson from Edinburgh, Scotland visits a recent meeting

We were in Chatsworth, GA for Depot Days at the depot with the 4'x6' HO display for visitors to enjoy, running a variety of freight cars. It's a small event but always a heck of lot of fun. Thanks to Ted Yarbrough for always inviting us.

On April 27th, Howard Goodwin organized a Scout Merit Badge Class out at the Southeastern railway Museum in Duluth. There were about 27 scouts in attendance.

Our division just keeps on rolling out activities each month.

May 14th, we held our regular meeting and Model Railroad Diorama Contest. Lee Dunn was our guest speaker for the evening and she discussed "Out of Bankruptcy: John Hanson and the Rebirth of the Central of Ga Railway." Fantastic presentation and a nice model railroad her husband has accomplished.



On May 18th, Blue Ox Trains held his 6th annual Swap and train meet. The Piedmont Division set up a membership booth with



Sally Bando and Peter Youngblood recruiting. Seven people signed up and a lot of help from Steve for sending folks to the tent. Many members were there selling items and purchasing. Really great day.

On May 19th, SER President Alan Mole hosted an open house of the Mole Valley Railway. Alan's On30 railroad is set during the 1940' and 50's in the American Northwest. He has constructed in 33'x15' room for his newest layout and has been very busy on his scenery.

Our schedule will be very busy during the hot days of summer. Many of our members are attending the SER Convention in Chattanooga May 31.

This is a quick summary of the many things happening in the Piedmont Division. Stay tuned for next quarter.

Division 6 - Empire ~ William Attaway ~ attawayw@mac.com

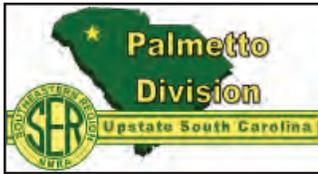
Some members are working on a display layout in 'Depot Row' for the Warner Robins Welcome Center.

One of the members has been hosting a Time Table & Train Order operating session for the Division members.

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. Check out the Empire Division!

Division 7 - Palmetto ~ Ken Majchzak ~ kemajchszak@gmail.com



The Palmetto Division 7 held a meeting on Saturday, April 13th in Columbia, SC. The Division has typically met in the Upstate of SC even though the Division boundary covers areas in the central part of the State.

The Columbia meeting was an attempt to involve members from all regions of the Division. The meeting was held at the Associated Model Railroads of Columbia (AMROC)'s facility in downtown Columbia. Twenty-two members and guests attended. A clinic was presented by Steve Todd on "High Tech-Low Cost DCC" and we had members discuss models they brought to the meeting.

The group was given a short talk by Richard Lehman about the AMROC Club and then we visited the layout room on the floor below the meeting room. The club has several nice layouts in a variety of scales.



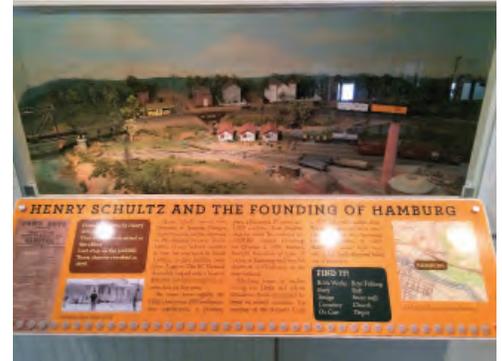
Following the layout tour we all had lunch at Palmetto Pig and then headed to Richard Lehman's house for a tour of his HO layout. Based on the success of this meeting the Division is planning a future meeting to be held in the

central part of the State in addition to meetings held in the upstate.

On May 25th, the Division was invited to join the Carolina

Railroad Heritage Association on a field trip to Aiken, SC to visit the Aiken Welcome Center and Railroad Museum.

Several Division members went on the trip and were treated to a discussion of the construction of the depot by Don Barnes and Robin Riley of Division 9. Don also was responsible for



the construction of the operating HO dioramas, located on the second floor of the depot, that depict towns along the railroad from Columbia to Hamburg. The dioramas are very well done and are worth the trip to Aiken. Following the tour, Don invited us to visit his large HO home layout, where he holds operating sessions. We were also treated to a run-by by the Aiken Railroad that has a track adjacent to the depot.

A committee was formed to determine how to bring youngsters into the hobby. It was decided that construction of a modular layout involving 4th and 5th graders would be a way of meeting this goal. Currently T-TRAK HO modules are being constructed and plans are to work with an elementary school interested in the project.

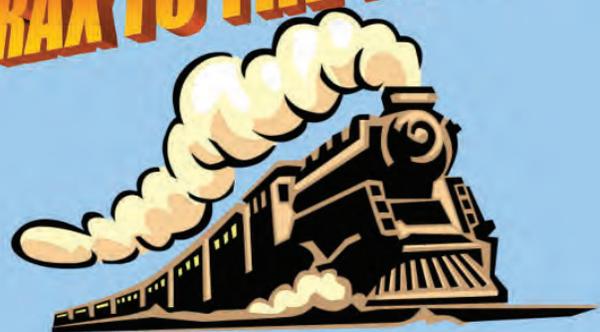
The Division is investigating whether we will host the 2021 SER convention in the Greenville, SC area. A committee chairperson is being sought and potential hotel facilities are being considered.

2020 SER CONVENTION

June 19-20, 2020
Cartersville, GA

The **PIEDMONT DIVISION** invites you to save the date for the **2020 Southeastern Region Convention!**

TRAX TO THE MAX II



Division 9 - Central Savannah River ~ Robin Riley ~ robindriley@gmail.com

Division 9 will be holding an Open House-Operating Day on August 10.

Operating layouts will include Steve Prevettes BHBF and Don Barnes B+O.

Operating will begin at 9:00 AM on Steve Prevettes railroad. His address is 356 Ashley Ct. Graniteville, SC 29829. Anyone is welcome to attend.

Aiken is also home home the the Aiken Railroad Depot, The Thoroughbred Hall of Fame and the Aiken Historical Society Museum.

Aiken was recently voted number 1 city in the South. Fun to visit for all.

Anyone interested in more details should call Robin Riley 803-226-9536 or email robindriley@gmail.com.

Division 11 - Cumberland ~ Bob Hultman ~ hultman@bellsouth.net

Cumberland Division held its 38th consecutive annual Spring Division Meet on April 13 in conjunction with Tennessee Central Railway Museum's annual Open House. This is the 4th year we have not collected an admission fee from attendees for the Spring Meet. Several hundred people attended; 25 dealer tables all reported good sales.

We did not have any self-guided home layouts or club layouts available this year. A major feature was the Nashville Steam Preservation Society hosting visitor tours of the NC&StL Railway 4-8-4 #576 now under the TCRM shop open-air roof.

Division members will not be involved with Day Out with Thomas The Tank Engine event in the future since TCRM decided to not host the event after the 2018 effort. The main reason is falloff in paid attendance relative to the 1000's of volunteer hours expended.

Cumberland Division NMRA members met at 1:30 p.m. also on Apr 13 to discuss and plan future division activities. There were 13 members present; lots of ideas presented; a follow-up meeting on May 18 was hosted by division member Horton Monroe at the Old Hickory United Methodist Church in Old Hickory (east northeast of Nashville a ways). 18 members attended plus at least 1 guest. 19 models were displayed, ranging from N scale inter-modal cars to an On30 kit-built water car; the owners each gave a description of the models & answered members' questions.

The next Division meeting will be at TC Railway Museum in Nashville on Sunday June 23 starting at 1:30 pm Central Time.

Division member Eric Hansmann created a Facebook page for Cumberland Division - www.facebook.com/Cumberland.Div.SER.NMRA.

The URL for mobile devices is m.facebook.com/Cumberland.Div.SER.NMRA/?ref=bookmarks.

Division 12 - Smoky Mountain ~ Allen Keller ~ allenkeller@charter.net

The Smoky Mountain Division held its bi-monthly meeting Thursday night, May 9, at Uncle Buck's in the Kodak, TN, Bass Pro Shop with 14 members and two guests in attendance. Three members had show-and-tell items.

Keith Marson had updates about his home layout progress. He recently held his first operation session since remodeling the layout after the move to Tennessee from Wisconsin. He also had construction detail photos of one of his two helices, room preparation (wallboard, etc.) photos, shelf benchwork photos of a recent addition into an adjacent spare bedroom and details of how his main layout room will connect with the added room trackage via a track above one helix. Keith plans to schedule periodic sessions on this layout using switch lists for car forwarding following his initial success.

Larry Burkholder, newly elected SER President, brought his finished HO scratch built wooden open platform coach for display. He plans to enter it for judging at Choo-Choo Rails 2019 at the end of the month. The car will judge well. It did with us.

Phil Brooks demonstrated a super glue that sets using UV light without the need for the accelerator spray. Very impressive!

Allen Keller reported that our division membership now stands at 70 thanks to the efforts of Membership Chairman Dave Houseman.

The customary raffle was held with guest speaker Scott Ogle being the big winner.

Scott was invited to update the division about activities on the local short line Knoxville & Holston River (KXHR) Railroad, part of the growing and successful Gulf & Ohio system of short lines. Scott serves as general manager of KXHR. Scott has a lot of experience with coal and oil soot from running steam at both Dollywood and for Saturday tourist runs from the Knoxville, TN River area below Neiland Stadium. The K&H switched over 10,000 freight cars during 2018.

Scott revealed initial plans for their company establishing a new railroad museum in Knoxville on 15 acres at the Forks of the River Industrial Park. The star artifact of the museum will be #1834 0-4-0 steam locomotive MISSISSIPPI that they purchased from the Museum of Science and Industry in Chicago during 2015. They had hoped to run the engine but found that firing it would deface the artifact. Instead, they plan to improve the cosmetic appearance of what is thought of as the oldest surviving steam locomotive in the USA.

Our next meeting is scheduled for Thursday July 11 at the Bass Pro Shop restaurant.

Division 13 - Cherokee ~ Roy Masterson ~ rwmasterson@epbfi.com



The 2019 SER Annual Convention is over! For the last year and a half, the Cherokee Division, along with ScaleTrains.com, sought to put together a memorable convention for all attendees and clinicians.

I thank all of the members of the Convention Committee: Owen Maddux, Bill Orman, Brian Ford, John Lanese, Mark McAllister, Dale Bryant, Ed Tougaw, Ed Juare, Brendan Brosnan, Shane Wilson and Justin Strickland. Everyone had a job to do and we worked to make this a convention where we hope everyone had a good time, met old and new friends, and learned a few things in the process.

Thanks to Shane Wilson of ScaleTrains.com, we were able to assemble an outstanding group of talented clinicians.

ScaleTrains.com sponsored Pelle Søbørg who flew from Denmark to host a clinic and be our banquet keynote speaker. Before the convention ScaleTrains.com had an extra fare luncheon for their customers and convention attendees that included a private train trip on TVRM's Hiwassee River Loop for over 250 people.

Then, Sunday morning after the convention ScaleTrains.com hosted a 6-hour train watching event in downtown Dalton, GA next to the NS/CSX diamond.

We had a total of 289 people registered for the banquet this year. Convention attendees arrived from 19 states, Canada and the UK.

On June 1, three of the Cherokee Division members assumed duties as officials in the Southeastern Region. Mark McAllister was elected Treasurer and Roy Masterson, Director. Ed Juare is the new Editor of the SouthErneR Magazine and Owen Maddux is the new Education Chairman.

Division 15 - Carolina Mountain ~ Bill Raymond ~ trainman@morrisbb.net



Our quarterly division meeting was held on April 20, 2019 at the Deerfield Community Center. At our January meeting we utilized our new video projector but quickly realized we needed

a new screen. Therefore a motion was passed and approved to purchase a new screen, which we used for the first time at the April meeting. Once again we had good showing of members, with 20+ in attendance.

We had our usual display of interesting items during the show and tell portion of the meeting and Superintendent Bill Raymond, who also happens to be President of the Operations Special Interest Group (OPSIG) presented a clinic titled "Operations and OPSIG." This was a "test run" for this clinic which was also presented at the Choo Choo City Rails Convention in

Chattanooga. In addition to many of our members attending and/or participating in the SER Convention, a number will also be attending the NMRA National Convention in Salt Lake City in July.

Ken O'Brien is heading up a search committee for a new meeting location and has identified a number of potential sites. We have had to move our July meeting out a week from the 20th to the 27th and the Deerfield Community Center is not available so we are using this opportunity to try one of the potential new sites; the Henderson County Library, Etowah Branch.

Our next division meeting will be held on Saturday, July 27th, at the Henderson County Library, Etowah Branch, 101 Brickyard Road, Etowah, NC 28729 starting at 10:30 am.

Also please visit us on our facebook page; www.facebook.com/groups/CarolinaMountainDiv.



The Crossville Model Railroad Club has two new members. Both are experienced modelers. Bill Bly (right top) and Keith Hendren (right bottom).



It was brought to my attention that the Club used to sponsor membership layout tours but has not done so for quite a few years. This will be discussed at the June meeting, so if you have a layout at home and would like to sponsor a layout tour, please let me know.

I want to remind all the members of our picnic coming up in August. We will be having it at Camp Nakanawa. There are many family-friendly activities to participate in such as swimming, canoeing, paddle boats and fishing just to name a few. The picnic will start at 3 p.m. All family members, including children and grandchildren, are welcome to attend.

From the DCC Shed by Paul Falk & Art Landrigan

This month we look at things that can cause a decoder to reset. Many of us have had a good run-ning DCC loco seemingly lose its mind. What follows is a brief explanation of a possible reason. Decoders are small, task specific computers. Whenever they are turned on or restarted, they run through an initialization process. During that process the decoder's operating system compares the current state of the parameters stored in its memory to what was

last stored there. This is accomplished using a calculated value called a checksum (beyond our scope here, but feel free to look it up).

If the current and stored values don't match, bad things happen. In short, this process is done without any warning or user intervention. The check-sum only indicates a pass or fail. The decoder cannot determine what the problem(s) are. Its only solution is to clear the memory and reset its values to the fac-tory default. Like when we reset the decoder on pur-pose.

Two possible solutions can occur that produce this unexpected result. A short circuit can also cause the memory to be scrambled, so when the checksum is done, and it results in an error, the de-coder soft-ware initiates a reset to factory defaults. Anytime you alter a CV, the checksum is recalculated and the result is stored in the decoder's memory, sometimes that value is corrupted. Should the previously calculated checksum be corrupted, the same results will occur, back to factory defaults.

So be gentle on your decoders, they are only trying to be good. Remember, one-on-one DCC training is always available, so let us know. We are here to help. If you experience and unexplained issues with the current DCC installations, HO or N, please docu-ment what you have encountered in an E-mail, or a note, to Paul and Art. We welcome your interest and comments and feel free to contact either Paul Falk pfalk1@gmail.com or Art Landrigan arcy22tn@gmail.com with questions, comments or ideas.

Stay connected to the SER & NMRA



BULLETIN

Be Sure Your Email is Up-to-Date

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



WANTED

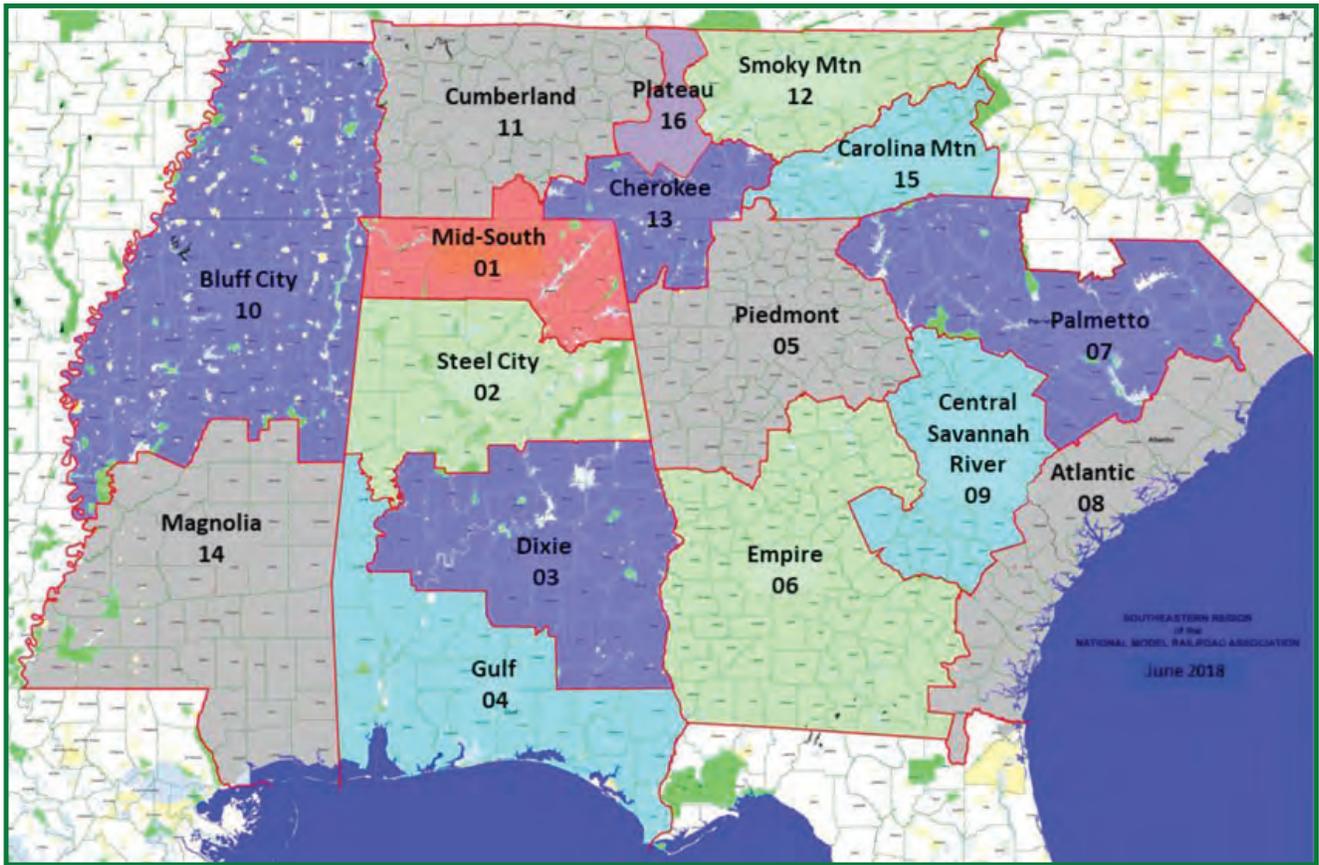
**TO: All Division Superintendents
FROM: The Editor
RE: Club News**

There are clubs in each division which do interesting promotions, services and learning sessions.

We want to let all SER members know what has worked and what has, well let's say, didn't live up to expectations.

By sharing this information, we can all learn.

Encourage your clubs to take a few minutes and submit this information along with any photos to: SouthErneR@ejpj.com.



OFFICERS

President: Larry Burkholder, 865-408-9903; labtexan@charternet.net
206 Coyatee View, Loudon TN 37774-2172

Vice-President: Fred Coleman, 828-699-0983; fred_coleman@outlook.com
PO Box 361, Naples NC 28760

Secretary: Mike Cummings, 878-999-4809; ELrailroad1970@gmail.com
1325 Squirrel Run, Alpharetta, GA 30004-6727

Treasurer: Mark McAllister, 423-653-7487; mimcallister@gmail.com
3626 Missionaire Ave, Chattanooga TN 37412-1452

COMMITTEE CHAIRMEN

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

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

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

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

Education: Owen Maddux, 423-605-0432; owenmaddux@yahoo.com
676 Miller Rd, Signal Mountain TN 37377-7658

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

E-Newsletter: Rick Coble, 770-279-2527; rvcoble@yahoo.com
3278 Spring Wind Ct, Lawrenceville GA 30044-4838

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

Historian: Joe Nichols, Sr. MMR 770-396-6447; deltarr@mindspring.com
4554 Chadwell Ln, 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, 770-337-5139; Daniel@Masonlawfirmga.com
160 S Church St, Canton GA 30114

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

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

Registrar: Steve Prevette, 803-392-7684; prevettejs@gmail.com
356 Ashley Ct, Graniteville SC 29829-3940

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

Webmaster Asst.: Steve Prevette, 803-392-7684; prevettejs@gmail.com
356 Ashley Ct, Graniteville SC 29829-3940

DIRECTORS

Exec. Advisor: Alan Mole, 770-315-7244; alanmole@bellsouth.net
4125 Alister Park Dr, Cumming GA 30040

Director (2020): Ken Mattern, 256-694-5459; mjmatt@hotmail.com
9729 Wallwood Dr SE, Huntsville AL 35803-1763

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

Director (2022): Roy Masterson, 423-227-0334; rwmasterson@epbf.com
3502 Glendon Dr, Chattanooga TN 37411-4414

Director (2022): Paul V. Voelker, 770-530-0966; voelkerpv@msn.com
6438 Paradise Point Rd, Flowery Branch GA 30542-3143

DIVISIONS

1 Mid-South Jim Norris; 256-584-6527; jnorris2@charter.net
2308 Jade Pointe Dr SE, Decatur AL 35603-5230

2 Steel City Whit Fancher; 205-746-0007; crownlandscapeservices@gmail.com
100 Bridge Dr, Vestavia AL 35242-2826

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

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

5 Piedmont Walt Liles; 678-896-6311; wliles.crman@gmail.com
4388 Brandon Cv NE, Marietta GA 30066-2106

6 Empire William Attaway; 478-954-9200; attawayw@mac.com
118 Lenox Dr, Bonair GA 31005-3604

7 Palmetto Ken Majchzak; 864-335-9096; kemajchszak@gmail.com
520 Wagon Trl, Simpsonville SC 29681-3916

8 Atlantic David Toll; 845-489-5795; toll.david.c@gmail.com
6001 S Kings Hwy, Myrtle Beach SC 29575-4965

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

10 Bluff City Steven Flowers; 615-308-4481; stevenstrains@aol.com
1604 Lindsey Ln, Southaven MS 38672-8530

11 Cumberland Bob Hultman; 615-833-5158; hultman@bellsouth.net
1305 Chestnut Dr, Brentwood TN 37207-7828

12 Smoky Mtn Allen Keller; 423-586-8057; allenkeller@charter.net
7410 Lebanon Church Rd, Talbott TN 37877-8940

13 Cherokee Roy Masterson; 423-227-0334; rwmasterson@epbf.com
3502 Glendon Dr, Chattanooga TN 37411-4114

14 Magnolia Pat McCarty; 601-955-0510; maccars@gmx.com
3815 Rebecca Ct, Jackson MS 39216-3719

15 Carolina Mtn Bill Raymond; 828-513-5051; trainman@morrisbb.net
3001 Hickory Nut Trl, Hendersonville NC 28739-7804

16 Plateau Tom Shallcross; 931-484-7565; chipmonk4@comcast.net
18 Briar Ct, Crossville TN 38558-8810

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: SouthErneR@ejpj.com. 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
www.coastalrailbuffs.org

Charleston Area Model Railroad Club, Citadel Mall in Charleston, SC
Tom Kabele, tkabele@sc.rr.com; www.chamrc.com

Grand Strand MRRC, Myrtle Beach Mall, North Myrtle Beach, SC
Joe Corsetti, 843-236-9148, yruoslo728@aol.com; www.gsmrrc.org

Golden Isles Model Railroad Club, Brunswick, GA
Helio Valdes, 912-261-2478; t29b52f4@comcast.net
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 additional info; nssavage@juno.com

Central Savannah R Division 9

OFRR Operators, Tuesday nights, Aiken SC, Steve Prevette, 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; www.nashvilentrak.org

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

Tennessee Central Railway Museum, Nashville, TN
Terry Bebout, 615-244-9001; terry.bebout@earthlink.net; www.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; 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; www.mgmrc.org

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

MGRA - Middle Georgia RR Association, Bill Jones
wjones845@aol.com; middlegeorgia railroad association.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
Bonnie Donaldson, 251-943-1818; foleymuseum@gulfnet.com

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

Emerald Coast Garden Ry Club, Jack Grill 850-994-7226; www.ecgrc.com
Usually meet on 3rd Saturday at noon in the Diner Car
of the West Florida RR Museum, Milton FL

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; 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
HO Division - Steve "Chip" Borona, 850-384-3206; www.PMRC.us
N Division - 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

Cherokee Division 13

Chattanooga Area Model Railroad Club (CAMRC), Chattanooga, TN
Ed Juair, 423-598-9925; railfan@ejpj.com; www.camrc.org

Chattanooga Society of Model Engineers, Dunlap, TN
Andy Morrison, 423-344-8502; csme.livesteamtrains.com

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

Carolina Mountain Division 15

Apple Valley Model Railroad Club, Hendersonville, NC
Located in Hendersonville Station; www.avmrc.net

French Broad e'N'pire NTRAK Club, Henderson, NC

Chuck Place, 828-685-2726; hmp3@blueridge.net; www.fdr-ntrak.com

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 Dr, Jackson MS 39216

Nils 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; www.rmrrc.net

Coosa Valley Model RR Assoc. www.coosavalleymodelrailroad.com

Palmetto Division 7

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

Carolina Railroad Heritage Association, Inc.

www.facebook.com/hubcityrrmuseum

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.piedmontnsouthern.org

The Carolina Conspiracy (On30 modular) Andrew Gillette, 803-316-8128

amn_a_gillette@yahoo.com; groups.yahoo.com/group/carolina_on30conspiracy
Station 187 Model Railroad Club, Greer, SC www.station187.net

Piedmont Division 5

Atlanta Interlocking Model Railroad Club

Charlie Crawford, 770-565-1845;

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, Terry Manning, 770-564-8822

temanning@aol.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 Trobaugh, 770-844-1076

www.nglrc.org OR questions@nglrc.org

North Georgia Modularail, Jon Cook, 770-993-9620

NWGA T-Trak Club Kennesaw GA

Jim Newland, 678-358-9171; jim@casadiago.com

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

S-COG Southern Crescent Operating Group

Joe Gelmini, 770-460-8873; papagel@comcast.net

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

Tri-State Area Model Railroad, Inc.

Thomas Roskelly, 828-361-2210; thomasroskelly@gmail.com

Volunteer Garden RR Club,

Vines Botanical Gardens, 3500 Oak Grove Rd, Loganville, GA 30052

Plateau Division 16

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

Smoky Mountain Division 12

Knoxville Area Model Railroaders, Oak Ridge, TN

Brad Tutt, 865-776-4703; 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

Maryville MRRC, 1006 E. Lamar Alexander Pkwy, Maryville, TN 37804

Mark Fisher, 865-982-8731; meetings each Saturday, 10 a.m. to noon

Steel City Division 2

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

Smokey City Model Rails, Birmingham, AL; www.smokeycityrails.com

Wrecking Crew Model RR Club, Birmingham, AL; Jason Parham, 205-534-6529

Steel City Shifters Operating Group jstew@bhamrails.info

SOUTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION
BOARD OF DIRECTORS MEETING
JANUARY 26, 2019

Members of the Board of Directors along with Division Superintendents and Committee Chairman convened at the Tennessee Valley Railroad Museum on January 26, 2019 for the mid-year meeting.

The meeting was called to order at 9:30 and followed the following agenda:

- | | |
|---|---|
| 1) Call to order | Alan Mole |
| 2) Greeting and opening remarks from President | Alan Mole |
| 3) Introduction of Board | Alan Mole |
| 4) Minutes of the 2018 Board meeting (distributed) | Alan Mole |
| 5) Officer and Committee Reports | |
| a. Treasurer Report | Sally Bando |
| b. Vice President's and Superintendents | Fred Coleman |
| c. SER Insurance Compliance | Mike Cummings |
| d. Website and E-news Letter Report | Scott Povlot |
| e. Membership Report (distributed) | Steve Prevette |
| f. Editor's Report | John Stewart |
| g. Education Chair/AP Report/Boy Scouts (distributed) | Larry Burkholder/Randall Watson/
Howard Goodwin
Dave Anderson |
| h. Good and Welfare | |
| 6) Old Business | |
| a. 2019 Convention Update | Roy Masterson |
| b. Future Conventions Update | Fred Coleman/Alan Mole |
| c. SER Car Project Update | Randall Watson |
| d. Reimbursement guidelines for Clinicians, etc. | Alan Mole |
| e. 2019 SER Election | Peter Youngblood |
| 7) New Business | |
| 8) Adjourn | |

Members present and signed in include:

Alan Mole, Fred Coleman, Sally Bando, Mike Cummings, Paul Voelker, Walt Liles, Peter Youngblood, John Lanese, Eric Hansmann, Art Landrigan, Tom Shallcross, Roy Masterson, Randall Watson, Owen Maddux, Jim Norris, Brian Ford, Bill Orman, Ed Juare, Dale Bryant, Mark McAllister, Whit Fancher, Larry Burkholder, Allen Keller, Robin Riley, John Stewart, Dr. Joe Nichols, Mark Nichols

After opening remarks and introductions of the Board, the previously distributed minutes from the May 26, 2018 were revised with a couple of suggestions and approved.

The previously distributed Treasurer's report was reviewed by Sally Bando with specific topics of the Region Veterans account and Pike Ads for the Southerner discussed in detail. The 2018 Financials were approved with a motion from Larry and seconded by Paul.

Ben Bartlett opened a discussion regarding increasing the awards budget as there is a change in sourcing

The preliminary 2019 budget was reviewed by Sally, and she noted that many items had been prepaid. There is a program to support Divisions with funding – be sure to communicate with the Region Board prior to expecting reimbursement for events.

It was mentioned that two year memberships can skew numbers

Motion was made by Art to accept the preliminary budget and it was seconded by Paul. Budget passed.

The SER NMRA Veterans is available for all active or past service person that has not previously been a member of the NMRA.

The Vice President's and Division Superintendent's Reports followed. It was noted that these are intended to be published in the Southerner. Alan is to an email list distribute a summary of Division reports and SER email contacts.

A discussion regarding the Cumberland Division and its direct relationship with the Tennessee Central Railroad Museum was initiated. The Division started in 1989 and it was mentioned that the Original 501C was used to cover both the Division and the Museum. An attorney on the Board did feel that application was acceptable, but concerns regarding liability have been raised. Additional concerns about tax returns have also been expressed. Lastly, entangled finances between the Division and the Museum have been raised as possible conflicts. At the time of the January meeting, further discussions were planned and it was noted that NMRA membership is required for all Division Board representatives and that this is an SER issue to resolve.

Rick Coble submitted the Web Site and E News Blast Report. Letters and patches are sent as retention items and a short discussion on utilizing Election Buddy was held. The Membership Report was submitted. It was noted that the Piedmont Division Superintendent calls members to attempt to re-rail expiring members.

In the discussions regarding the Southerner – it was noted that the next issue would have extensive coverage of the 2019 Chattanooga Convention as well as the Region elections. There was a call for articles for consideration for publication. An additional discussion regarding announcing paper verses digital ballots commenced. Ed Juairé will be the new editor of the Southerner beginning with the summer 2019 issue.

Education

Walt Liles discussed the Piedmont Division's Training Camp program as an outreach to the general public, and the quarterly hands on program for the retention of current members.

Peter Youngblood explained that there are matching funds available to Divisions for such events as clinics or picnics for outreach programs to recruit and retain members. Contact a Board member for details.

The members in the Knoxville area hold an annual summer camp at the children's museum for ages 8 thru 12.

Please be aware that there are promotional materials available on the NMRA web site.

The Piedmont Division has allocated funds for youth (12+) memberships.

Crossville relayed that members recruited thru outreach classes have become contributing members and Directors of their Division.

AP Report

Since the May 2018 SER Convention there have been 24 AP or Golden Spike awards and two MMR certifications in the SER (Peter Banks 628 and Al Churella 630)

Future Conventions – the 2020 Convention will be hosted by the Piedmont Division in Cartersville, Georgia and the discussions were clear that the 2021 SER Convention looks promising that Greenville, SC might be the site.

SER Car Report – 121 cars sold with 179 remaining. There was a discussion to sell the remaining cars at \$19.95. Witt volunteered to put remaining cars on his ebay site.

Peter Youngblood mentioned the 2019 SER elections, with the open positions of President, Treasurer and two Directors. A cut-off date of February 1st was relayed.

Please note and communicate throughout the Region – it is the expressed policy of the NMRA that there such be no individual campaigning for any position on any organization website or social media sites.

The Southern Railroad Historical Society offered to open their facility (located adjacent to the TVRRR property) to all attendees of the BoD meeting immediately after the meeting was adjourned.

Roy Masterson gave an update on the 2019 SER Convention. As of January 26th, there were 56 registered with 26 guests – and 62 booked at the convention hotel. Registration fees go up on April 1st. Ads are available for the timetable at \$100 for a full page. The convention was advertised in the January NMRA Turntable.

The Mid-Winter NMRA National Board Meeting is scheduled for February 16, 2019 in Atlanta and all members are welcome to attend.

The meeting was adjourned at 11 am.

2019 SER Board of Directors Election

Rick Coble, Elections Chair

Results

Congratulations to the following members, winners in the 2019 Board of Directors election:

President Larry Burkholder
Treasurer Mark McAllister
Director (2) Paul V. Voelker, Roy Masterson

Summary of Voting

Voting-eligible members	1,066
Eligible members receiving a paper ballot in <i>The SouthErner</i>	1,066
Eligible members receiving an online ballot	975
Total Ballots Submitted	290
Spoiled ballots	5
Total ballots accepted	285
Online ballots accepted	265
Paper ballots accepted	20
Voter participation Rate	27%

2020 Election

Four offices will be on the 202 ballot: Secretary, Vice-president, and directors (2).

Look for a Call for Candidates on the region website and in the eBlast and *The SouthErner*, beginning in December 2019.





Dalton Freight Depot

**One of the best locations in Georgia
for train watching!**

See the "Dalton Diamond" where the
Norfolk Southern and CSX lines intersect.



**Dalton Freight Depot
305 South Depot Street
Dalton, GA 30720**



Follow approaching trains on our
ATCS monitor on-site



Watch Live Trains in Dalton from
the comfort of your own home
via virtualrailfan.com

VisitDaltonGa.com

The SouthErner

Southeastern Region, NMRA

1103 Lake Forest Cir

Hoover AL 35244-1402



Willie Clonts - 1st Place Diorama