



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



The **SOUTHERNER**



Volume 60 Number 4

www.ser-nmra.org

Fall 2019

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The SouthErneR is mailed to members of the Southeastern Region and interested parties who have paid the subscription rate of \$10.00/year.

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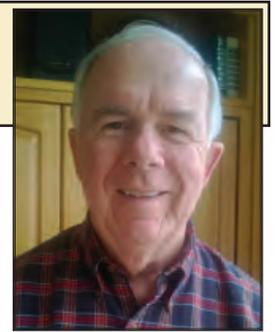
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The President's Car Larry Burkholder



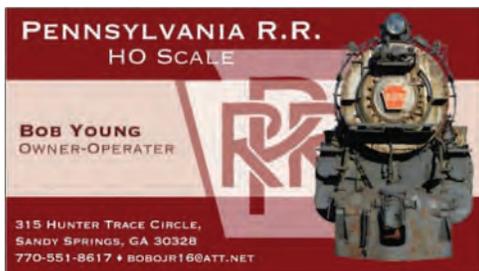
Thanks to the hard work of the Cherokee Division, our 2019 convention in Chattanooga was a roaring success.

I hope you had a chance to attend. They set a high bar for future conventions. However, I am sure the Piedmont Division will be up to the task for 2020 in Cartersville. I am also pleased to report that the Palmetto Division has agreed to host our 2021 convention. We offer a hearty thanks to both these divisions for their generous support and want them to know that the SER Board is ready to help as needed.

Although I know this has been a concern of the region for many years, I plan on making it my goal to increase the feeling of belonging and region participation of the relatively inactive divisions. I believe a continuation of the "Mini-meet" program is a good way to do this, but I would like to see it develop further at locations within these divisions.

I don't think that can be done without the hands-on help of the SER Board, specifically, a committee assigned to support conventions and mini-meets by taking on some of the more difficult tasks. I have already had some positive feedback on this, and I will be pursuing this thought further with the BOD. Meanwhile, I would appreciate any feedback from membership.

I am sorry to report that Empire Division Master Model Railroader, Mike Braunstein, passed away on August 18th. Mike was always very active in the division and SER region. We will miss him.



2020 SER ELECTIONS CALL FOR CANDIDATES!

Elections for SER Board members are coming up soon!

Are you interested in serving your region and earning AP Official credits?

To be eligible you must be a current NMRA member
(excluding Family or RailPass memberships) in good standing.

SER positions to be elected in 2020 are:

- **SER Vice President**
- **SER Secretary**
- **Two (2) SER Directors**

All serve 2 year terms and, if reelected, can serve an additional 2 years consecutively.

Candidates must submit a short biography stating why they wish to serve and in which position and should include a passport size photo.

Send submissions ***no later than February 1, 2020*** to:

Peter Youngblood, MMR
Nominating Committee Chairman
santaferailway@aol.com.



SouthErneR Interchange

Hi Y'all,

I'm so glad the first issue, which had a few mistakes, is under my belt, so to say.

As you are probably aware, nationally, regionally and locally, there is much going on to entice younger people to join our ranks. Most of us know that younger people are not aware of railroading as many of us were when we were youngsters. With so many lines abandoned, track right of ways turned into walking and riding paths, it seems difficult to get younger people involved.

What's the definition of younger? I'm glad you asked. It seems to fit best between 8 and 18, then if married, when the children get a bit older, then mon and dad have some free time.

You find divisions and clubs that have a great interest in working with Boy Scouts as they earn their Railroading Merit Badge. Are we missing out on the opportunity to bring girls into our hobby? I'm not aware of a Girl Scout badge for railroading even though they have one for space camp. We know women work for the railroads. Should we find a way to get something going with the Girl Scouts?

I really want to emphasize my hopes this publication will be a way for you to highlight your accomplishments, show others what and how you created a realistic scene, or just about anything you feel is a contribution to our great hobby.

With this issue, please welcome Owen Maddux, our new Education Chairman. He has more on this topic.

'Till next time!

NEW DEADLINES

Beginning with
the next issue
deadlines are:

November 15 - Winter

February 15 - Spring

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August 15 - Fall



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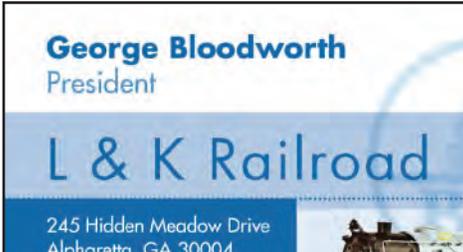
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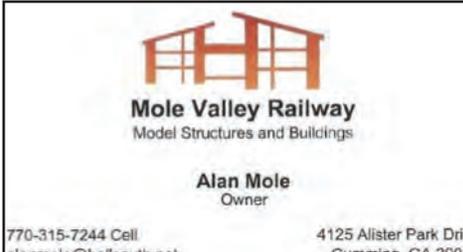
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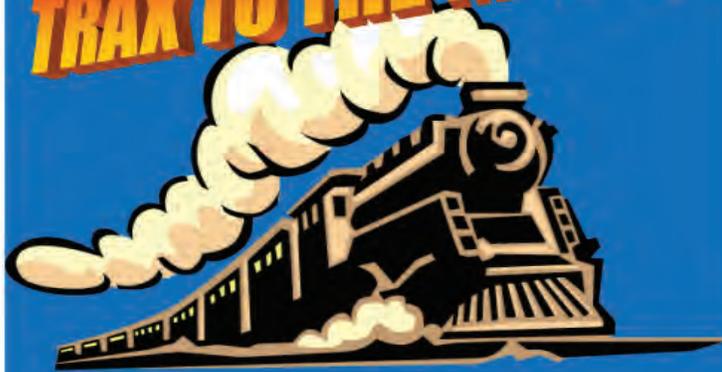


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Education
Department
Owen Maddux
Cherokee Division 13

Hello from Owen Maddux, your new Education Chairman.

Education is a never ending journey for all of us. I, like most train hobbyists, got a Lionel train when I was around six years old. I played with it for a while, then as I got into Boy Scouts, then sports and finally the smell of gasoline and perfume took over. I did not come back to the hobby until my second son got interested in HO. We built a 4'x8' layout and worked on that layout until he got interested in Scouts, sports and gasoline and perfume. Then in my sixties I came back to the hobby with a switching layout but now my interest primarily is in Operating.

What does this mean to our hobby? My pattern is like so many other hobbyists I have talked to. How do we get today's younger generation interested in model railroading since most of them did not get a Lionel train or have access to the hobby as young children? One way is to attract the young teenager is through Scouting.

Today I only know of two divisions that sponsor the Boy Scout Railroading Merit Badge. Every Division Superintendent needs to appoint a person willing to get with the BSA council's program director for their area and get a merit badge program started.

Howard Godwin and others have prepared a BSA Merit Badge program that is on the Southeastern Region's NMRA web site, see [ser-nmra.org/sites/ser-nmra.org/files/boy scout merit badge.pdf](http://ser-nmra.org/sites/ser-nmra.org/files/boy%20scout%20merit%20badge.pdf).

The lesson plan work has been done. Running the BSA Railroad Merit Badge program is a good start for the long term growth of our hobby. If you need guidance from one of the divisions running the BSA RR Merit Badge contact Howard Goodwin at 770-529-2130 or me at 423-605-0432.

Let's build some new model railroaders.



NMRA National Convention
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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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Making Corn

by David Holsinger
Cherokee Division 13

At the recent Southeast Region NMRA convention in Chattanooga, my layout was on the Home Layout Tour and although mine was the only layout in Cleveland, 30 miles outside the city, I had a pretty good representation of modelers come by. A number of them were intrigued with my advertised “homemade” cornfields.

Several years ago, on a previous layout, one of the biggest issues of



farmland modeling for me was “How do you make cornfields?” In June 2002, Model Railroader magazine ran several articles on modeling corn. One article featured corn modeled from artificial turf as Art Curren had described in the April 1993

issue. It does have a great effect from a distance, but it’s still “artificial turf,” a quickie substitute for corn.

Later in that 2002 magazine there was an article entitled “Make Your Own Brass Cornfield.”

This concerned photo-etched sheets of brass corn. These were designed to set in front of a backdrop painted with “cornfields.” Unfortunately, I couldn’t use either idea on my layout.



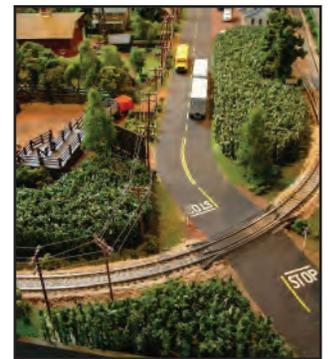
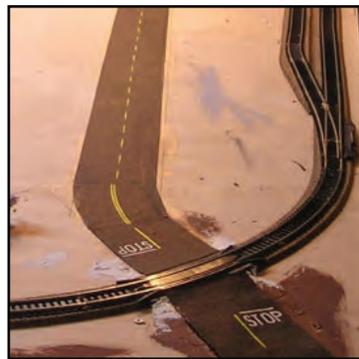
There are a number of layouts on the NMRA site at that time that featured large fields of “corn.” All these “fields” have been in the background of the layout pictures, so I wrote several of these gentlemen MANY, MANY times, asking how they went about “making” corn. However, over a two year period, not a single person answered my queries! Is this supposed to be a secret!?!?

This lack of response led me to several speculative conclusions: One being, that unknown to me, the making of model corn just might be an issue of “National Security” and I am unaware of the ramifications of that knowledge. (They COULD tell me about making the corn. But then they’d have to KILL me!...)

There’s always the possibility that all those jovial old men in their engineer caps are actually just a bunch of scrooges who don’t like to share!

OK, so maybe I was reading more into their lack of communication than I should. Still, I had to figure out how I intended to make fields of corn on my island-type layout. At this point in my construction timetable, there was no such thing as a “ready-made-out-of-the-box-cornfield-kit.” Obviously, I was going to have to figure this out myself.

So, in a fairly complicated nutshell, here’s how I went from this to.....THIS!



Since my fields were on the front of the layout and not in the background, there needed to be some sense of pseudo-realism to each field.

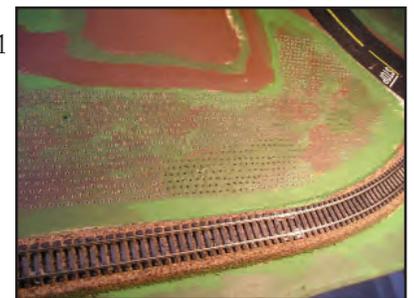


Easily mistaken for the carcass of a dead porcupine, it is, in fact, 4000 flat toothpicks dyed dark green. This pile represents about half the toothpicks eventually used in the farmland area of my layout.

The next job was to draw quarter-inch grids in all the areas where I wanted to have cornfields. Why quarter inch? Because I measured the distance between the planters on the “life-like” corn planter in my “farm implement” box!

I originally thought I would use “Cracker Barrel” toothpicks because they are flat on one end and I could

simply glue them to the table. But I soon realized that, at full size, these toothpicks would represent cornstalks about 45 feet high, 3 feet in diameter, and not even the BEST Iowa corn grows to that size! I decided on restaurant type flat toothpicks. I cut off the toothpicks and drilled the holes.

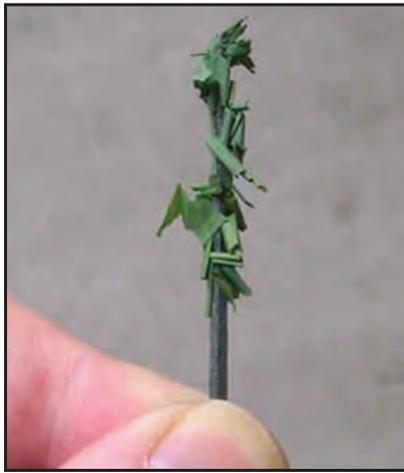


One of the best choices I made was the use of Raffia for the leaves. I have no idea what people really use this stuff for, but I choose the color “garden green” and later “dark green” for hybrid varieties

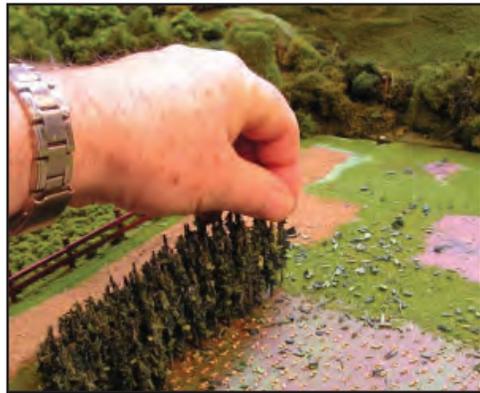


and set about cutting it into very, very, very, small pieces. This is found in the giftwrapping department of Hobby Lobby.

Each toothpick was dipped in Elmer's glue and pulled through a bowl containing my tiny cut raffia and allowed to dry – a procedure remarkably similar to battering itty-bitty fish cutlets. At that point, I stripped excess leaves from the “stalks” until each resembled something on the order of this one.



And then, tedious job number 7 was to individually insert each stalk



in the fields. There are, in the five areas of cornfield on my layout, approximately 8000+ toothpicks inserted one by one. This job alone kept me off the streets and out of trouble for a number of weeks!

Only set-back to this procedure is that the corn can have a tendency to “shed” leaves, so once I cleaned up the area, I gave each field a pretty healthy spray with diluted white glue to help seal the foliage.

Days later, as I looked thru the new Walthers catalog, I discovered that Busch had developed a ready-made cornfield kit. I must admit that each stalk has ears of corn and tassels and looks really real. Each kit covers a four-inch square and contains 400 stalks. So now my choice was – At \$15 a kit, I could spend about \$400+ to cover the area I have in cornfields with this new product or spend less than \$25 for circa 8,000 stalks.



True, it took a lot of time, but I feel a great deal of satisfaction in the fact that I finally “personally manufactured” a somewhat “major element” on my layout. And frankly, I’m not about to pull up 8,000 toothpicks at this juncture in time, no matter how well that German corn is engineered!

The initial construction of the farm area corn fields was on a previous layout built around 2006.

When that layout was dismantled, the farm section table was kept intact and eventually added to the present layout. Its legs were extended from 36 inches to 48 and one of the cornfields was cleared to make way for a harvested wheat field and room for two additional tracks.

About the Author

Internationally known Symphonic Band composer, Dr. David R. Holsinger, teaches and conducts ensembles at Lee University, Cleveland, TN.

Growing up in a small Missouri farm town with four tracks, carrying over 85 trains a day passing through, fired his early enthusiasm for trains.

When his wife, 35 years ago, suggested he build a small layout in a spare room, she had no idea the train pandemic she had let loose on the family.

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The Business of Railroading

by Tom Schultz
Steel City Division 2

New Challenges Confront Railroading

The following is taken from the pages of the Wall Street Journal.

A considerable amount of this series has focused on the work of Hunter Harrison who the WSJ called a “railroading savant.” He is given much credit for the development of the concept of “precision-scheduled railroading” - a system for trimming down wait times and boosting cargo efficiency. This model has produced significant profits for shareholders of America’s major railroads, the Union Pacific, Norfolk Southern and CSX.

But railroading is facing new challenges. The coal industry is in decline and railroad’s business line of transporting it is eroding. Originated carloads of coal have dropped by almost half in the decade leading up to the end of 2018. Coal volume carted by CSX has been cut by half. The volume is not coming back because of both pricing pressures from natural gas and environmental concerns which have been acknowledged by CSX.

Trucking is increasing. It is hitting intermodal cargo. The number of 18-wheelers or Class 8 trucks on the road grew dramatically in late 2017 and early 2018. Trucking prices have fallen just as trains are trying to gain some pricing power. Intermodal business is important to railroads comprising 18% of revenue among Class I railroads. And as the recent trade wars begin to result in declining economic growth, efficiency improvements could help railroads get through it, but revenue declines will still occur and be painful to bottom lines.

Precision scheduled railroading, or PSR has become the norm. Prior to it, trains waited for cargo at the rail yard, then left when customers brought their shipments and loaded them onto rail cars. It was very unreliable and a very inefficient business. Early this decade this changed and the Canadian Pacific Railway under the leadership of Hunter Harrison and William Ackman, who provided the capital, took control of the railroad.

Rather than leave the departure times up to clients such as factories, farms and mines, Mr. Harrison demanded they be ready or miss their trips, much like airline passengers. While this didn’t sit well with customers, they eventually bought into the system.

Norfolk Southern and the Union Pacific have both adopted PSR, while CSX has continued what Harrison started before he died. All these rail businesses have changed dramatically. For example, dwell

times, the period a railcar spends in a terminal before embarking toward its destination have declined at Norfolk Southern from 25.5 hours in July 2017 to 18 hours this July, a nearly 30% improvement. Freight car velocity, or the daily miles traveled by each car, at Union Pacific increased 7% to 185 miles a car in the first quarter compared with the same quarter last year.

Both trains and the people working the rail yards are more productive. CSX’s operating ratio, a measure of the amount of operating revenues consumed by operating expenses, went from more than 67% in 2Q17 to 59% in 2Q19. Norfolk Southern and Union Pacific have had comparable changes in their metrics.

In terms of financial results, these too have turned very positive. Net income at all three companies is increasing. Stock prices are also turning upwards. Stock prices at Norfolk Southern and Union Pacific have doubled since early 2016 and tripled at CSX.

Amtrak To Introduce NextGen Acela Trains In 2021

Amtrak is planning on introducing new high-speed trains for revenue service on the Northeast Corridor between Washington, D.C., to Boston as early as 2021.

While the service will be marketed under the same name as the fleet it is replacing, the next-generation Acela is far from a refresh. The NextGen fleet is being manufactured by Alstom in Hornell, New York.

The trains are being completely redesigned with improved passenger amenities and engineered with an active-tilt technology that enables the trains to drive into turns, allowing them to reach higher speeds.

Called the Tiltronix, the active, tilting system was developed by Alstom Transport Technologies and is designed to control the angle of tilt on the track and require less movement in the coupling device.

The trains are designed to handle 186 mph with the tilt function enabled; however due to existing Northeast Corridor rail infrastructure, the trains will only travel up to 160 mph on some straightaways, Amtrak officials said. Still, that is 10 mph faster than the trains it is built to replace.

Amtrak ordered the 28 Acela trainsets, also known as Alstom’s Aveila Liberty, in 2016 after receiving a \$2.5 billion federal loan under the Federal Railroad Administration’s Railroad Rehabilitation and Improvement Financing program. To produce them, Alstom built a static testing facility big enough to house a trainset, extended its outdoor testing tracks and installed updated catenary. Alstom will test the trains in the facility this summer.

By December, the trainset prototypes will be shipped from Hornell to the Transportation Technology Center in Pueblo, Colorado, for additional and final testing in early 2020.

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Our First Pilgrimage

by Curtis Summerville
Steel City Division 2

The Piedmont Pilgrimage is a model railroad layout home tours sponsored by the Piedmont Division (Greater Atlanta) of the Southeastern Region of the NMRA.

I came across this event back in 2009 searching through the NMRA website. Every year since then, the time for this event would come around, but I didn't get to go. I would study the different layouts and try to pick a date to go and every year something would get in the way. This was what my oldest son wanted to for his upcoming birthday. We finally made it on the opening day October 13, 2018.

In my final preparations on Saturday before heading out from Birmingham, AL to Atlanta, I wanted to see if one of the modelers that had cancelled his tour had reopened it. It didn't.

I discovered another layout on the tour that I didn't come across. In my studying for our journey, it was Brian Campbell's BB&E Railroad. It's a HO scale layout, approximately 34 feet X 17 feet, two levels with a helix, Southern Pacific prototype with the locale of California. One of the main focal points is the center island. It has a big yard for staging and classification with a big engine facility.



One of my favorite things about the layout was the orange grove with the palm trees next to the main line. This layout is set up for model railroad operations.

One of the groups that operate on this layout are Eagle Scouts that Brian has coached and mentored through the Eagle Project process. My son, who's into railroading, is a Life Scout of the Boy Scouts of America. This created another opportunity for Brian to give him some advice on finishing up to become an Eagle Scout.

The second layout tour we went to was just a few miles away at Chris Haon's. It's a G scale layout covering the front yard. The layout covers railroads from the southeastern part of the United States. They have a variety of locomotives and rolling stock from the steam era to modern day diesel era.



He has a son also that is interested in model railroading. The younger Haon did a great job of describing to us, and showing us their layout, including their train collection.

There were two classic features part of their layout that was interesting. One was a caboose at the end of a mixed freight train with three characters from the long running comedy animated sitcom



series "The Simpsons". The other feature was a McDonald's restaurant structure.



One of Chris's model railroading friend had a passenger train running with a Great Northern early SD diesel locomotive.



It was interesting to learn that Chris grew up in the Birmingham area. His dad would take him to Norfolk Southern's, Norris Yard in Irondale, Alabama to visit his uncle that worked at the engine facility.

Our journey included a few more stops. The last one that was railroading related was Hobbytown USA in Kennesaw, Georgia. It's the largest toy and hobby store we had been in carrying R/C hobbies, trains, and rockets. Even my youngest son found some plastic robot models from the television animated show "Gundam."

For the birthday boy (the oldest son), we bought a HO scale Southern Pacific 100-ton coal hopper freight car. As a model railroader, it was good to see that Hobbytown had a layout at the entrance with the "Polar Express" train set running on it. This is a good way to get people interested in the hobby.



I look forward to the next time that we have a chance to attend this event. We enjoyed seeing the different things that are modeled, collected and the camaraderie of learning about other things that you have in common with fellow model railroaders.

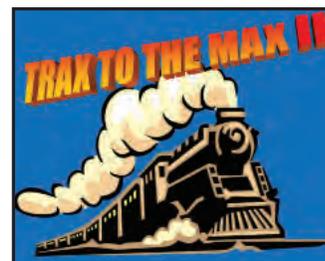
Start planning your journey by going to the Piedmont Division websites: www.Piedmont-div.org or www.piedmontpilgrimage.com.

About the Author

"I grew up in the Mulga and Dolomite, Alabama area watching trains as I traveled with my grandfather Bennie Long running errands.

"I built my first model railroad layout around the age of 14.

"I'm married with three children. I began working on my second HO scale layout in 2004 after our third child was born."



Achievement Program

New Awards in our Southeastern Region this Quarter

Piedmont - Division 5

Stephen D. Funsten



**Model Railroad Electrical Certificate
Master Builder Structures Certificate
Master Builder Prototype Models Certificate**

Randall V. Watson



Model Railroad Electrical Certificate

William N. Robertson



Association Volunteer Certificate

William N. Robertson



Master Builder Scenery Certificate

Plateau - Division 16

**Douglas J. Hughes
Volunteer Certificate**



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.



NMRA National Convention

by John Stewart
Steel City Division 2

I attended my third NMRA National Convention this year in Salt Lake City (SLC) and it was a great experience. My previous conventions were Atlanta 2013 and Cleveland 2014. Each convention has been a bit of a different experience. For this year's trip my wife joined my, for the first time, and we combined the trip into a vacation. In addition, I was on the far end of recovery from a hip replacement and although mobile I was walking slowly and with limited range.



Our vacation approach was to fly into Denver from Birmingham, AL and spend three days there. We had reserved coach seats on AMTRAK from Denver to Salt Lake, through the Rocky Mountains. Much of this trip is in daylight when going westbound.



After spending the week at the Convention, we drove to Jackson, WY, 5 hours north of SLC and enjoyed a two day guided tour of Grand Teton and Yellowstone National Parks. We drove back to SLC and flew home to Birmingham. So, we combined two "out west" trips into one and really had a big time with some "bucket list items."

As a result of limited range, I didn't attend any layout tours or operating sessions, which had been a focal point of my other two convention experiences. On the other hand, I did attend clinics on a wide range of topics and enjoyed these very much.

The other thing I tried to focus on was meeting and talking to new folks at the convention. One successful way I did this was to find folks at breakfast (my wife was sleeping late) and invite myself to join them. I was never turned down and had some very enjoyable conversations. The same was true at breaks during the clinic schedule -- I would find a new friend in the hallways and strike up a conversation with them.

For those who have never attended a national convention, the event is basically a week long agenda running Sunday afternoon

through the Banquet on Saturday evening. The "Big Event" for most of us is the National Train Show on Friday and Saturday. The Convention typically ends with the Banquet on Saturday evening, which includes a speaker and contest results.

Meals are typically "on your own" and our host hotel provided a good range of reasonably priced venues. The host hotel was the Little America, a small western chain, that was very comfortable and not as expensive as some. The food was excellent. My wife and I also ventured into the downtown area for meals as well.

Salt Lake City is a unique place due to being the home base of the Church of Jesus Christ of the Latter Day Saints, also known as "The Mormons," although the folks we met seemed to prefer "Latter Day Saints" or LDS. The church founded Salt Lake and the center of town is Temple Square, which is open to the public for the most part, and a very interesting place to visit.

The convention literature provided suggestions for visiting Temple Square. My wife and I sing in our church choir, so a visit to hear the Tabernacle Pipe Organ recital at noon each day was a must. In addition, we devoted Thursday evening to attending rehearsal of the Mormon Tabernacle Choir, which was a "non-rail" tour on the Convention agenda. We really enjoyed these events.



My wife enjoyed a couple of "non-rail" tours including the local Botanical Gardens and Natural History Museum.

Most of my time was spent attending clinics. Many clinics are presented two times during the course of the week, in case of schedule conflicts. Believe me, these are inevitable. The convention timetable booklet was very helpful and very comprehensive at over 100 pages. As is typical, the timetable is designed to fit in your back pocket, so it is



always handy. For me, the most useful part was the daily planner at the back, which listed everything in a matrix by time of day and location (meeting room) or type of event (general tour,

layout tour, etc). I planned out the clinics and events that I wanted to attend and helped my wife do the same.

I believe that I attended over thirty different clinics and events, and that didn't include any layout tours or Ops Sessions, as noted above.

In addition, I kept track of the large Silent Auction Sale and the model and photo "celebration" which had good participation. I also visited the booths set up for upcoming National Conventions in St. Louis 2020, Santa Clara 2021 and Birmingham, UK, 2022. Each of these groups had presentations. My wife is now very interested in British model railroading.

I had originally volunteered to give a clinic, but none of my topics were selected, so that was one less thing I had to "do." I did attend a wide range of clinics including electronics, backdrop painting, historical research and more. I enjoyed hearing Cynthia Priest talk about preparing articles for publication. I also enjoyed hearing Joe Fugate's presentations on "Painting in a Post-Floquil World" as well as "Make it Run Like a Dream."

My favorite clinic was Dr. Geoff Bunza's presentation on powering HO scale cranes using motors and other electronics. I am



a big fan of his YouTube videos and it was great fun to hear and meet him



in person. He is a lot of fun. His other clinic on the history of railroad cranes was very interesting and a topic that I have enjoyed researching as well.

Another favorite clinic was Dr. Gil Bennett's Backdrop Painting.



Dr. Gil is a railroad artist and very experienced painter. He began the clinic by taking "requests" for items the audience would like to see in the finished backdrop. After noting these, he painted in "real time" and managed to get all the items into the finished painting. Throughout all of this he kept the audience entertained with his quick sense of humor.

Another clinic of interest was a new product, the Dwarvin, which enables the use of fiber optics to provide layout detail lighting.

As the pictures show, this system generated a lot of interest during the Q&A as well as at the Train Show. See "www.dwarvin.com."



A clinic called "Making Decals at Home" looked interesting -- in fact it was extraordinary. The decals were for the entire freight car, and were made from actual photos of real cars, weathering, dirt, graffiti and all. Hard to believe but true! Gene Jameson took prototype photos, squared the images and created decals of each side and the car top. See website "www.b-n-ferrco.com."



On Friday morning each year, the National Train Show (NTS) begins, and opens to conventioners only from 9 am to Noon, before opening to the general public. Convention attendees do not have to pay to attend the NTS. This year, the NTS was held offsite from the convention hotel, but was easily accessible by the light rail system with a short walk at each end. Riding the light rail was fun and made easier as we were provided a week long electronic pass card, which included service to the airport.

I spent about 6 hours at the NTS and still didn't see everything in detail. This show included major vendors/manufacturers, lots of layouts, and a good number of vendors, both shop type and smaller cottage industry makers. My "find" was a vendor with a goodly number of Round House ore cars. Price was negotiated down to 19 ore cars for about \$6.50 each, and some of these were assembled with Kadee couplers. I bought some other odds and ends as well. My steel mill needs more ore!

On the last day of the Convention, I finished up with more clinics. My wife and I decided to go out to dinner, in lieu of the convention banquet which was set at \$80 per plate -- a bit steep.

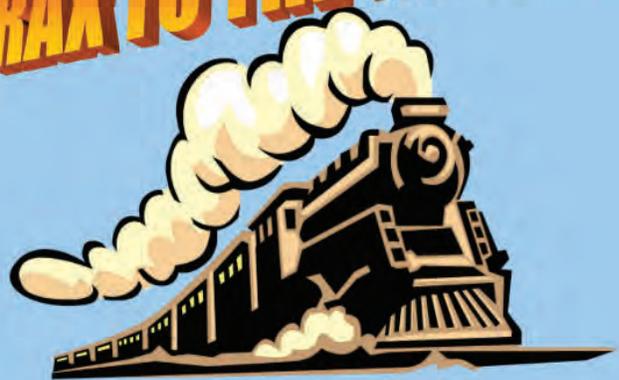
All in all I enjoyed my third National Convention very much, and combining it with a vacation was a good idea, which we will likely repeat when the destination suits. I continue to recommend that all consider attending an NMRA National Convention for fellowship, fun and increasing your knowledge of the hobby.



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



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Center

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

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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

The Railroad Gauge

by Larry Lewer
Plateau Division 16

The Railroad Gauge

Today, I learned something new and it really is as old as time itself (more or less), what happened before had its needs, and funny that through the centuries, we never changed things which were good then. Maybe we should learn again how to conduct ourselves. The old were not so dumb as many of us are today with many things.

Railroad Tracks

The Canadian and U.S. Standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches.

That's an exceedingly odd number.

Why was that gauge used?

Because that's the way they built them in England, and English expatriates designed the U.S. Railroads.

Why did the English build them like that?

Because the first rail lines were built by the same people who built the prerailroad tramways, and that's the gauge they used.

Why did 'they' use that gauge then?

Because the people that built the tramways used the same jigs and tools that they had used for building wagons, which used that wheel spacing.

Why did the wagons have that particular odd wheel spacing?

Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England because that's the spacing of the wheel ruts.

So, who built those old rutted roads?

Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since.

And the ruts in the roads?

Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels.

Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing.

Therefore, the United States and Canadian standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot.

In other words, bureaucracies live forever.

So, the next time you are handed a specification, procedure, or process, and wonder, "What horse's --- came up with this?" you may be exactly right.

Imperial Roman army chariots were made just wide enough to accommodate the real ends of two war horses.

Now, the twist to the story.

When you see a Space Shuttle sitting on its launch pad, you will notice that there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah.

The engineers who designed the SRBs would have preferred to make them a bit larger, but the SRBs had to be shipped by train from the factory to the launch site.

The railroad line from the factory happens to run through a tunnel in the mountains and the SRBs had to fit through the tunnel. The tunnel is slightly wider than the railroad track and the railroad track, as you now know, is about as wide as two horses' behinds.

So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's ---.

And you thought being a horse's --- wasn't important! Now you know. Horse's ---es control almost everything.

Explains a whole lot of stuff, doesn't it?

Courtesy of Ties and Rails

Peter Young, MMR
Santa Fe Railway
 Colorado & Albuquerque Divisions
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 Kennesaw, GA 30152
 santaferrailway@aol.com
 678 920-8818 (Cell)

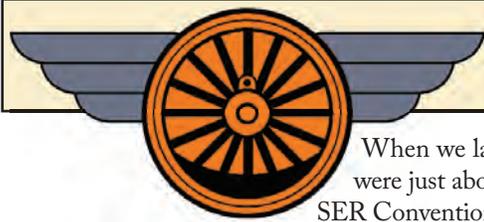
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Division 5 - Piedmont Walt Liles - wiles.crrman@gmail.com

When we last left off, many of us were just about to leave to go to the SER Convention in Chattanooga, TN.

Several of the Piedmont members attended and had a wonderful time. Thanks to the CHOO-CHOO CITY RAILS 2019 Convention Committee for an excellent convention. Also, a special thanks to SCALETRAINS.COM for all they did. THANK YOU!!!!

While there, the PIEDMONT DIVISION (PD) announced TRAX TO THE MAX II 2020 SER CONVENTION for June 19-20, 2020 in Cartersville, GA. You can make your reservation online now. We are planning a delightful fun filled weekend with the N GA Train Show in the same convention center that weekend. We invite all of you to please come and enjoy. The PD will be excited to have you come. The Hampton Inn is taking reservations as well.

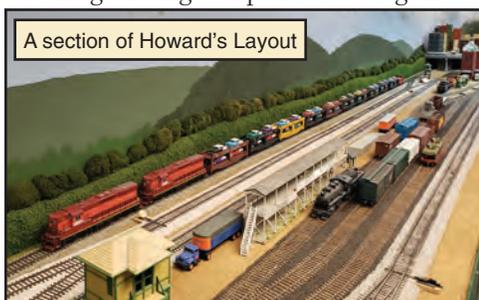


June was very busy following the convention. We had a monthly meeting on June 11 with our VIP guest Gerry Leone, MMR. Gerry was very well received and welcomed by our division. He shared a clinic with us about his current layout the Bona Vista RR. This was a really special treat to have someone like Gerry share his model railroad experiences with us all.

Saturday June 15th, John Kannawarf hosted an open house for his HO Route of the Eagles RR. Johns layout has captured MoPac in the early 1980's with exceptional railroading in a finished attic in his home. It's 14' x 24' that is about 95% complete. This is a great operating and looking railroad.

July 29th, Perry Lamb our Train N Camp coordinator lined up Peter Youngblood MMR to teach on making Foreground Trees. We had 10 members in attendance for a very well instructed coarse. It was a lot of fun learning this technique for high quality looking trees. Thank you to all that attended and taught.

July 9th was our regularly scheduled meeting night, but we changed it some this year. We tried something new. We hosted a Pizza and Swap Meet. IT WAS A HIT! It was a fun night by those who were able to attend. Summer vacations and NMRA National Convention going on can sometimes spread the meeting a little thin. We had about 90 folks come out to the gathering. We plan to do it again next year.



A section of Howard's Layout

Howard Goodwin MMR on July 13th hosted a Layout Open House to share his railroad. Howard has accomplished a lot of great scenes on his railroad and it is a lot

of fun to operate. Our open houses allow members to learn how folks do the things they do on their layout and spend quality time checking out the railroad.

We resumed our August 13 meeting with our usual BOD meeting. We have a busy Fall and Winter lineup coming up. Make plans to attend the annual 2019 Piedmont Pilgrimage. Gary Jarabek and his committee have about 70 layouts on the schedule.

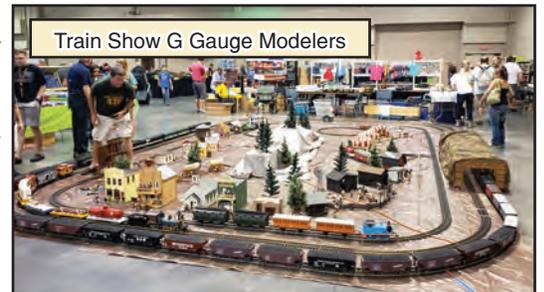
It starts the weekend of October 12-13 through November 23-24. We have added back November 29, the Friday after Thanksgiving as well for lots of out of towners visiting for the holiday to hopefully catch some railroads. I was the clinician for August showing different software for layout planning live on the screens. Hopefully many folks planning a model railroad will try some of these.



Chuck Hoesch Pizza & Swap Meet

On August 17th, Al Churella opened his home layout to members to visit. Exceptional modeling and details on his On2 layout the Sandy River & Rangely Lakes RR. Al has captured central Maine in 1919 with many scratch-built structures and fantastic scenery.

On Saturday August 24, the Piedmont Division had the membership booth set up at the 57th Atlanta Train Show at the Infinite Energy Center in Duluth. Our team of volunteers signed up 9 new members to join in. We had many members there as well with layouts operating for the public to enjoy.

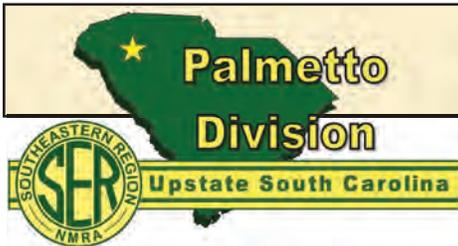


Train Show G Gauge Modelers

Till next quarter.



SCALETRAINS.COM Picnic



Division 7 - Palmetto

Ken Majchzak - kemajchrzak@gmail.com

The Palmetto Division 7 is planning a fall meeting to be held on November 9 at Northgate Baptist Church, located at 633 Summit Drive, Greenville. Two clinics are planned for the meeting. Marv Havens will be talking on how to use structures of different scales to gain perspective on model layouts. The second is being given by Carl Brummer on his 7/8 inch creations. Following lunch, we will tour the Model Trains Station facility located in the Taylors' Mill, Taylors, SC. The non-profit has seven different operating model layouts in a variety of scales on display.

The Division has decided to host the 2021 SER convention in Greenville. Myron Pensyl and Dave Winans have volunteered to be co-chairs and they have been hard at work soliciting other Division members to participate on the Convention Committee. Proposal are being obtained from several Greenville hotels and a decision on where the Convention will be held should be made shortly. If any SER member is interested in presenting a clinic at the 2021 convention, they should contact Myron at mypensyl@hotmail.com.

On June 15, the Division held a mini clinic on Easy Shell Scenery which was given by Jock Moffat. Scenery was created using high density foam covered in plaster cloth, painted and a base coat of ground foam added.

On August 10, six members of the Palmetto Division 7 traveled to Aiken, SC for a joint "Op Session" with Division 9 members on the home layouts of Steve Prevette and Don Barnes. A good time was had by all and we will be planning a reciprocal "Op Session" in the fall for Division 9 members to enjoy some of our home layouts.

The Division participated in Model Train Day at the Depot on August 17, which was held at the Hub City Railroad Museum. Several NMRA members helped with the Piedmont 'N' Southern Modular T-TRAK layout, which ran from 10am to 2pm. Information about the Palmetto Division of the NMRA was distributed to interested visitors.

September 21, the Division has planned a trip to visit the North Carolina Transportation Museum, Spencer, NC. Those interested in going will car pool to the Museum and will be treated to a guided tour of the back shop. In addition, a 24' by 40' operating modular HO scale layout by the Metrolina Model Railroad Club will be at the Museum.

On September 28 the Palmetto Division will be participating in the City of Greer Railfest. This is an annual event to showcase railroading to the residents of the area. Our Division will be bringing all of our NMRA promotional material to show both adults and children what the NMRA is all about and the benefits of belonging to the Palmetto Division.

Division 9 - Central Savannah River

Robin Riley ~ robindriley@gmail.com

On August 10th, Division 9 (Central Savannah River) invited Division 7 (Palmetto) for a day of operations and fellowship. A morning Operating Session on Steve Prevette's N scale Burnt Hills and Big Flats railroad was followed by lunch at Steve's.

An afternoon session on Don Barnes' HO scale B&O railroad was followed by dinner and an open house on Robin Riley's N scale

CBQ Hannibal division layout. Twenty-five railroad enthusiasts from both clubs participated and a great time was had by all.

We are looking forward to having more invitational op sessions in the future. A special thank you to Ken Majchszak, Division 7 Superintendent, for coordinating the logistics for his members.

Division 10 - Bluff City

Steven Flowers ~ stevestrains@aol.com

The Memphis Modular Group and the Bluff City Division invites everyone to our Open House on Saturday, November 16 from 10-3 pm at AZO, 4445 Malone Rd. Memphis, TN.

This is our Fall open house. Free Parking and No admission! Donations would be accepted.

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.

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Division 11 - Cumberland

Bob Hultman ~ hultman@bellsouth.net

The Cumberland Division SER-NMRA held a meeting on July 21 in Murfreesboro. Fourteen modelers attended, and fifteen models were displayed and discussed. Eric Hansmann gave a presentation on the B&O Allegheny Yard branch in Pittsburgh, which is inspiring his next layout project. This is the third division meeting as monthly modeling activities are introduced.



Dan Cole's HO service station

Previous meetings have been held at the TRCY Museum and in Old Hickory.

The goal is to hold meetings at locations around metro Nashville to increase interest in the Cumberland Division and to further our model railroading skills.



George Gilbert's HO_{N3} turntable

Our August meeting was held at the John P. Holt Brentwood Library in Brentwood, TN with fourteen members attending. Members discussed various aspects of the twelve models that were displayed.

Four of these were detailed dioramas featuring several smaller models.

Our September meeting was hosted by Mark Nolen and members got a sneak peek at his new, multi-level, HO scale Lehigh Valley layout. The mainline is nearly complete and Mark hopes to recruit Cumberland Division members for operating crews.

As the Cumberland Division becomes reactivated, attendance has been steady with 15-25 at each meeting and impressive models displayed.

A total of 76 models have been displayed and discussed at four meetings this year. This includes thirty models displayed at the June meeting and nineteen in May. Each modeler presents construction and prototype details as a mini-clinic, and answers audience questions. Photos of the models can be seen on the Cumberland Division Facebook page. You do not need to be a Facebook user to access the photos and information on the page.



David Lynam MMR
HO mine and tippie

Here's the link: www.facebook.com/Cumberland.Div.SER.NMRA.

Looking ahead, we will meet on October 12, with a location to be announced. A train show will be held November 2nd in conjunction with the Tennessee Central Railway Museum.

Thanks to Erric Hansmann for putting this together - Bob H.



Division 12 - Smoky Mountain

Allen Keller - allenkeller@charter.net

We enjoyed our bi-monthly gathering, July 11, at the Bass Pro Shop restaurant off I-40 Exit 407. We had 22 in attendance.



Clinics included a presentation by Carl Storms on appealing to civic clubs and explaining the fun of model railroading. This a good way to reach civic leaders who might have time and resources to use on a hobby.

David Morrow, a member of the Knoxville Area Model Railroads, explained how to make a static grass applicator from simple items found in hardware stores and Harbor Freight. He began with an electric fly swatter! This item was raffled off to Keith Marsen for his under construction railroad.



This was also a chance for us to congratulate 4 of our members for the awards they won at the Chattanooga SER convention. Phil Brooks with a scratchbuilt N scale Southern caboose took the Best in Show honors (this includes the coveted Mack Craig trophy and the Mike Callahan award) while SER President Larry Burkholder won 2nd place for a scratchbuilt C&O caboose and 3rd place for a Great Northern boxcar.

Then Doug Hughes, past superintendent of the division won 1st place for a kit built Frisco GP-7. Keith Elkrod was recognized for his photo of his wife with her hand stuck in a steam engine front coupler. Outstanding workmanship by all our members.



David shows Jack Suiter how the static grass applicator works.

The division decided to proceed with plans for a public event November 16.

Our next meeting is September 5 at the Bass Pro Shop restaurant beginning at 6 pm.



Division 13 - Cherokee

Roy Masterson ~ rwmasterson@epbfi.com

The Cherokee Division held a quarterly meeting on August 24 at Wally's Restaurant in East Ridge, TN. During the meeting we discussed ideas for future events such as a

barbecue luncheon in October or November at the Southern Railway Historical Association located adjacent to the Tennessee Valley Railroad Museum off Cromwell Road. We also discussed planning for a Mini-meet and Train Show in the Chattanooga area for 2020 or 2021.



2019 Convention Treasurer John Lanese reported that all 2019 SER Convention bills have been paid and the original seed money returned to the SER Treasurer. The 2019 SER Convention was very successful and we were fortunate to wind up with a profit which was evenly split between the SER and the Cherokee Division. Mark McAllister, SER Treasurer and Roy Masterson, Superintendent, are shown holding the checks to celebrate the conclusion of a great convention.



Our guest speaker for the meeting, Vince Patterson, lives on Signal Mountain and is 93. Vince served in the U. S. Merchant Marine for 9 years during World War II and the Korean War. From 1954



until 1962 Vince worked as a fireman on the extra board in New Orleans for the Illinois Central Railroad during the steam to diesel transition. During his time with the IC, he worked at the Union Terminal switching passenger and head end cars. He also worked in Mays Yard, New Orleans largest switching yard. At Levee Yard at the port of New Orleans, Vince worked

banana reefer trains. Bananas were offloaded from ships into reefer cars, then moved to the icing platform before being sent north to Chicago and other locations. Vince entertained us with stories from his experiences and showed us his IC diesel instruction card, dated 11/21/55.

On Saturday, August 31, the Convention Committee members and spouses gathered for dinner at the home of the Ormans. Left to right - Roy Masterson, Convention Chairman, Dale Bryant, Ed Tougaw, John Lanese, Owen Maddux, Brian Ford, Bill Orman, Mark McAllister, Ed Juaire, Justin Strickland and Brendan Brosnan.



Bill and Sarah provided the main course and drinks with everyone else bringing side dishes and desserts. After working on the convention planning for over a year and a half, it was great to relax and reflect on what we



had accomplished. Everyone enjoyed seeing Bill's beautiful layout that was one of the operating layouts featured during the convention.

On Saturday, September 7, members of the Chattanooga Area Model Railroad Club opened their layout to attendees of Founders Day at the Tennessee Valley Railroad Museum. The TVRM was celebrating 58 years of operation.

During the day, steam engines 4501 and 630 were busy in double-header service on the Missionary Ridge Local. Norfolk Southern provided the 9-1-1 First Responders locomotive that was



on display next to the TVRM Depot. The CAMRC layout is located in the main office building of the TVRM on Cromwell Road. Plans are that the huge layout under construction will have

a Museum mode and an Operations mode. The Rathole Division will run in museum mode during hours when the TVRM is open and operations mode on club meeting events. If you'd like to join the CAMRC and work on a layout that will be seen by thousands of people in years to come, then visit their website at www.camrc.org for more information and see the track plan.

The Chattanooga Modular Modeler's will be participating in the Summerville Railroad Days on November 9 & 10 in Summerville, GA. CMM will be running trains on their modular layout in the Summerville Depot during the festival. TVRM will be running steam excursions both days from Chattanooga. On Sunday the TVRM will be running a double-header to Summerville featuring the 4501 and 630 steam engines. If you'd like to join the CMM please visit their website at www.chattmodmod.org for more information. To purchase tickets for the train excursion's visit www.tvrail.com.

SER President Larry Burkholder nominated Roy Masterson to represent the SER and serve on the NMRA's Long Range Planning Committee that will develop the NMRA 2025 Strategic Plan Update. Roy will be working with Committee Chair Jack Hamilton MMR, At-Large Worldwide Director, along with committee members from other NMRA Regions to deliver a draft of the 2025 Strategic Plan at the 2020 NMRA National Convention.

Division 14 - Magnolia

Pat McCarty - maccars@gmx.com

Members of the old Meridian Model Railroad Club, Meridian MS have reestablished and will soon charter as a 100% NMRA club to be named the Basic (pronounced Bassic) City Model Railroad Club.

They have been diligently building a large multi-level layout and have made tons of progress! Division Superintendent, Pat McCarty, visited the layout on Labor Day and enjoyed a great operating session. Trains are running again in Meridian!

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



Pat McCarty, John Morgan, Gerald and Juli Mabry, and Mike Mackey MMR (Division Director, Lone Star Division 1 - Fort Worth, Texas)



Division 15 - Carolina Mountain

Bill Raymond - trainman@morrisbb.net

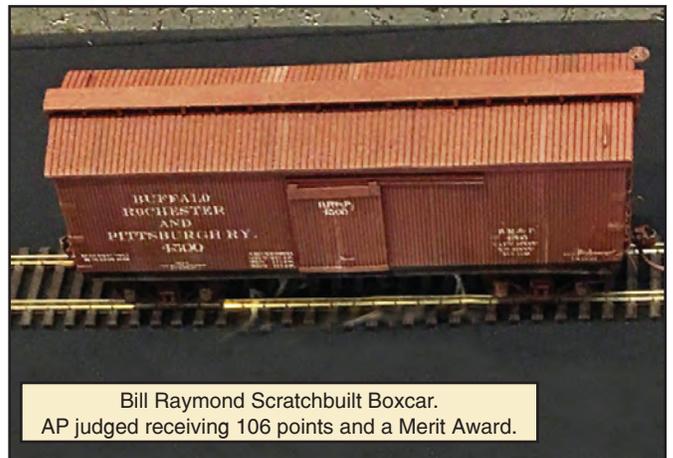
Between our April and July meetings it has been a busy summer with many of the division members attending

both the SER Convention in Chattanooga and the NMRA National Convention in Salt Lake City. Due to this we moved our July meeting back one week so it was held on July 27th at the Etowah Branch of the Henderson County Library. This was a new location for the meeting which was necessitated by the fact that our usual meeting place was not available, and this is one of the locations that we are considering moving our meetings to in the future.



Ed Neal's Scratchbuilt Caboose

and Fairgrounds. This is one of 2 shows sponsored each year by a local club in the Asheville/Hendersonville area, the other being the Asheville Train Show in March. Their website is www.wncmrr.org. These are both great shows with a variety of vendors offering their wares in all scales as well as many fine modular layouts ranging from Z to G Scale. If you have not been to either of these shows, I encourage you to do so. I know you will enjoy them and of course, stop by the Carolina Mountain Division booth to say hello.

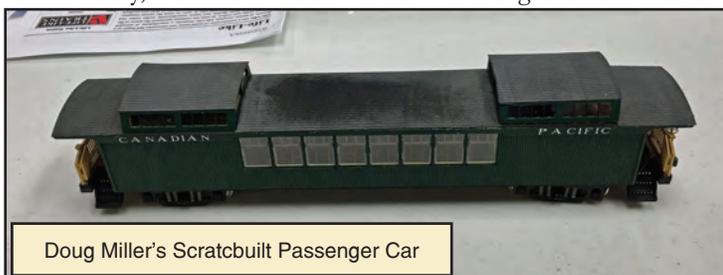


Bill Raymond Scratchbuilt Boxcar. AP judged receiving 106 points and a Merit Award.

We had our usual reports from the various clubs in the area, a good variety of models for our show and tell and our clinic, "Installing Decoders in Older Locomotives" was presented by Dan Lang. Photos, pictures and other information are posted on our Facebook page, www.facebook.com/groups/CarolinaMountainDiv.

Our next division meeting will be on Saturday, October 19 starting at 9:30 am. We will be back at our usual location, the Deerfield Community Center at 1617 Hendersonville Rd., Asheville, NC.

The French Broad 'N' Pire club is in its final preparations for their annual Autumn Rails Model Train Show being held on Friday and Saturday, October 4th and 5th at the WNC Agricultural Center



Doug Miller's Scratchbuilt Passenger Car





Division 16 - Plateau
Tom Shallcross ~ chipmonk4@comcast.net

First let me thank Ann G, and our great cooks, Mike D, Mike S and Al B. who all did a great job for the annual picnic.

The hamburgers and hot dogs were upgraded this year and the taste was amazing. We also learned that cooking on charcoal is a lot harder than pro-pane, but it all tasted great.



It was a beautiful day and the cool breeze off the lake helped to keep the heat at bay. Of course, the wives also all did an outstanding job with the carry in and all of those "fat free" desserts. Be sure to thank your better halves for their contributions. The camp is a great location and many members enjoyed the tour of the custom built and to exact scale model of the camp Jim and Ann built.

Unfortunately, only about half the club took advantage of this wonderful event and simply put, you missed a great time and you were missed.

A major "Thank You" for those who helped get the fair display ready and for setting it up at the complex. For all those who volunteered for to cover a shift your involvement is deeply appreciated by the club.

We will have a brief educational program after the meeting on September 9th sponsored by Scale Trains and Mark McAlister will be there to answer questions and assist any members with any issues they may be having with their units. There will be time for one on one consultations as well.

We have had new members over the last couple of months so be sure to attend a meeting and meet the new arrivals.

Congratulations to Art Landrigan as he receives his National Model Railroad Association's Association Volunteer certificate from Richard Morris, the local Plateau Division's AP Chairman.



Congratulation, Art. It is well deserved for all the hard work and dedication to the Club and the Division.



New Member

At our general membership meeting, Nathan Barger was introduced as a new member to the Club.

When you see him, introduce yourself and welcome him aboard!

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



SOUTHEASTERN REGION of the National Model Railroad Association



HUB CITY RAILROAD MUSEUM

Bringing RR history to life!



Visit our restored 1947 Southern Railway caboose, #x3115, with a train watching deck and Advanced Train Control System displaying Norfolk Southern mainline train locations. Stop by the museum to see artifacts and displays of how the seven rail lines that helped define Spartanburg into what is known as the *Hub City*. Also, histories of the peach and textile industries of the area are depicted. Check out the many railroad themed items in our gift shops.

Spartanburg Amtrak Depot
 298 Magnolia Street Spartanburg, SC 29306
 Hours: Wednesday & Saturday 10:00 am to 2:00 pm

No admission charge. Donations appreciated.
 Info: www.hubcityrrmuseum.org and Facebook

2020 SER Convention

by Walt Liles - Convention Chair
& Piedmont Superintendent

Have you made plans yet for June 19-20, 2020? Consider a weekend in Cartersville, GA with many model railroaders and families from all over. The PIEDMONT DIVISION of the National Model Railroad Association would like to invite you to a train weekend. The host committee and division would love for you to come and enjoy some great clinics and layouts to visit.

Sally Bando is coordinating some quite spectacular layouts that we think folks would love to see or operate on. We will have narrow gauge, O scale, HO, N and hopefully G scale to see. The division is home to many great model railroads in the metro, N Ga area.

Howard Goodwin is planning the clinicians from all over to join us for our 2-day convention. Jim Gore, MMR, David Popp with MODEL RAILROADER, Thomas Klimoski, and others will be here to share their knowledge and experience with you to become a better modeler.

We will be hosting a Super Clinic for 2 hours from 7-9 pm on Friday evening. Watch for details on the topic and clinician. This is something we really want modelers to enjoy. It will be in the Carter Hall which has 300 fixed-seat auditorium. It has a large format screen and great for presenters. Did I mention the Clarence Brown Conference Center? It is a beautiful modern facility that will be our location for the SER 2020 Convention. Lots of free parking and its all on one story.

While we are in the same facility the Piedmont Division will be hosting The N GA Model Train Show in the big Etowah Ballroom. Entry will be included to this event with registration. The train show will feature many layouts from around the area. We will also have many vendors for you to purchase trains from. This should be really exciting while visiting. It will also be open to the public and a great way to promote model railroading.

Our keynote speaker for the banquet will be Brian Marsh from Overland Hobbies out of Muncie, IN. We are really looking forward having Brian to our convention for this. I really believe our guest will really enjoy his presentation.

The division will also have items to purchase tickets for during the convention just like in Chattanooga. We will start announcing when we start our happy hour before the banquet for winners. These will be very nice items that you will really want to take home after the weekend.

Perry Lamb has been busy lining up Prototype Tours in the Cartersville area. We are planning a visit to Trinity Rail, GA Power Company Plant Bowen and hopefully Toyo Tire.

These are all rail served operations that should provide a fun tour and maybe a chance to see rail movements while there.

So, you are not into trains. Well we have trip planned Friday and Saturday for our friends that are not as quite enthused about trains as many of us. Friday we will have a bus leave for beautiful Gibbs Gardens. This a magnificent place to visit and relax. Its up in Ball Ground, GA in the N GA Mountains.

Once everybody has had lunch and packed up, we will bring them by Big Door Vineyards in White, GA. Also, a very relaxing place to have a wine tasting and take in the beauty of N GA. Then after that they will return to the Clarence Brown Conference Center. On Saturday we also have a busy day.

First, we will load up and go the Tellus Science Musuem. There you will get to visit some awesome exhibits. Lunch will also be there and then we load you up and take everyone to Downtown Cartersville to the Booth Western Art Museum. When completed the bus will bring you back to the conference center and give you some time to relax and get ready for the banquet.

Maybe you have never attended a SER Convention before, and you are wondering should I go? HECK YEA!! The fellowship is fun. You can enter models in the contest room and photographs. There will be clinics all day Friday and Saturday along with tours. The train show will be going on so you can hang out in there and shop and watch trains. Lots of model railroaders under one roof.

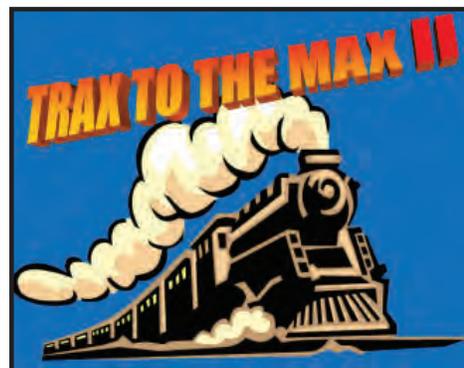
We will wrap our weekend up with our banquet. The cost of dinner is included in the registration. It will be great. We will serve the food banquet style, but it will be a nice sit-down dinner. Grilled NY Strip steaks, Herb Crusted Chicken Breast, Penne Alfredo with Shrimp Scampi, hopefully we are making you hungry. Banquet starts at 7 pm with a cash bar in the main lobby and courtyard starting at 6 p.m.

Hopefully in this article you may have considered to go register.

Please go online to: ser-nmra.org/convention/2020-ser-convention-trax-max-ii.

We would love for you attend in June of 2020. Come visit Cartersville and relax with all your new and old train friends.

See you in Cartersville.

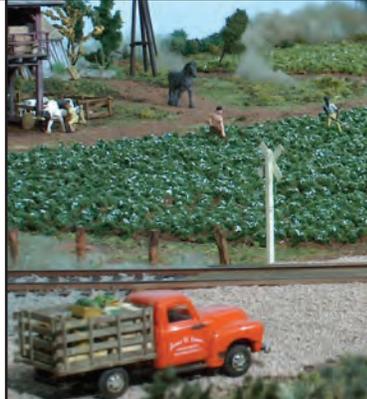


Convention Layout Previews



Photos of Steve Austin's Layout
photos by Steve

Convention Layout Previews



Allen Keller's Bluff City Southern

The Bluff City Southern serves the Memphis area in the summer of 1950. The BCS is a system that is owned by the five railroads: The Louisville & Nashville, the Missouri Pacific, the Southern, the Illinois Central and the Saint Louis San Francisco.

These railroads serve Tennessee, Mississippi and Arkansas and then interchange in Memphis.

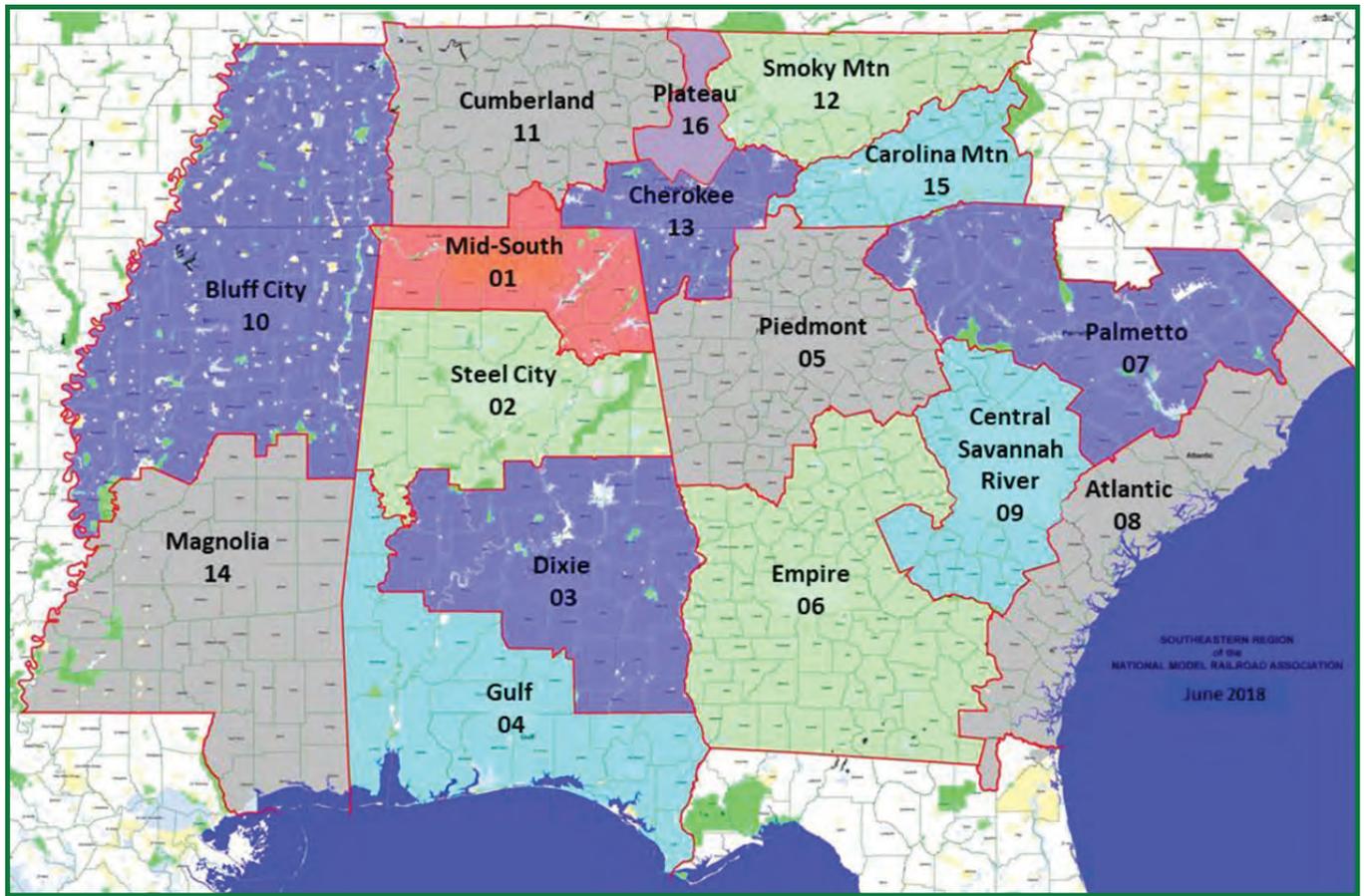


Robert Meyer's Phlatt River Branch, Southern Railway

Phlatt River branch is a fictitious branch line railroad of the Southern Railway set in the piedmont area of the southeastern USA. The time period is late September/early October of 1973. the railroad begins at a connection to the Southern mainline and proceeds west bound.

After passing through three small towns, it ends at a paper mill (the largest shipper/receiver) that came on line in 1968. Other on line industries include a coal mine, limestone quarry and other smaller users.

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



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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.camrc.club
- 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
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

- OFRRRA 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.nashvillentrak.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
wrjones845@aol.com; 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
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; miraclestripmodellrrclub.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 Juaire, 423-598-9925; raifan@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
Niels 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.rmrc.net
- Coosa Valley Model RR Assoc.** www.coosavalleymodellrailroad.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
Sandy Eistus, 513-325-8850; 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 Modurail**, Jon Cook, 770-993-9620
- NWGA T-TRAK Club** Kennesaw GA
Jim Nealand, 678-358-9171; casadiego86@gmail.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.crossvillemodellrrclub.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



Fullerton, CA
photo: Ed Juaira



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Cars are **NOW AVAILABLE at \$19.95 each**, plus shipping of \$6.96 for one car. Add \$1.00 shipping for each additional car.

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Mail to: Region Car Project % Randall Watson
730 Morning Creek Ln
Suwanee GA 30024

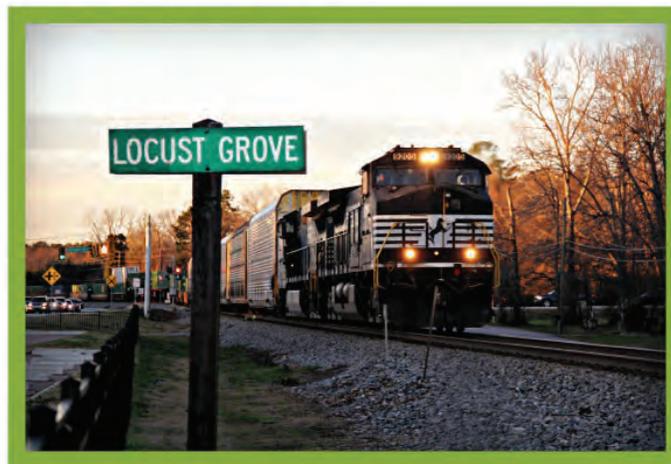
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Piedmont Division's MMR Al Churella's layout at the Open House on August 17