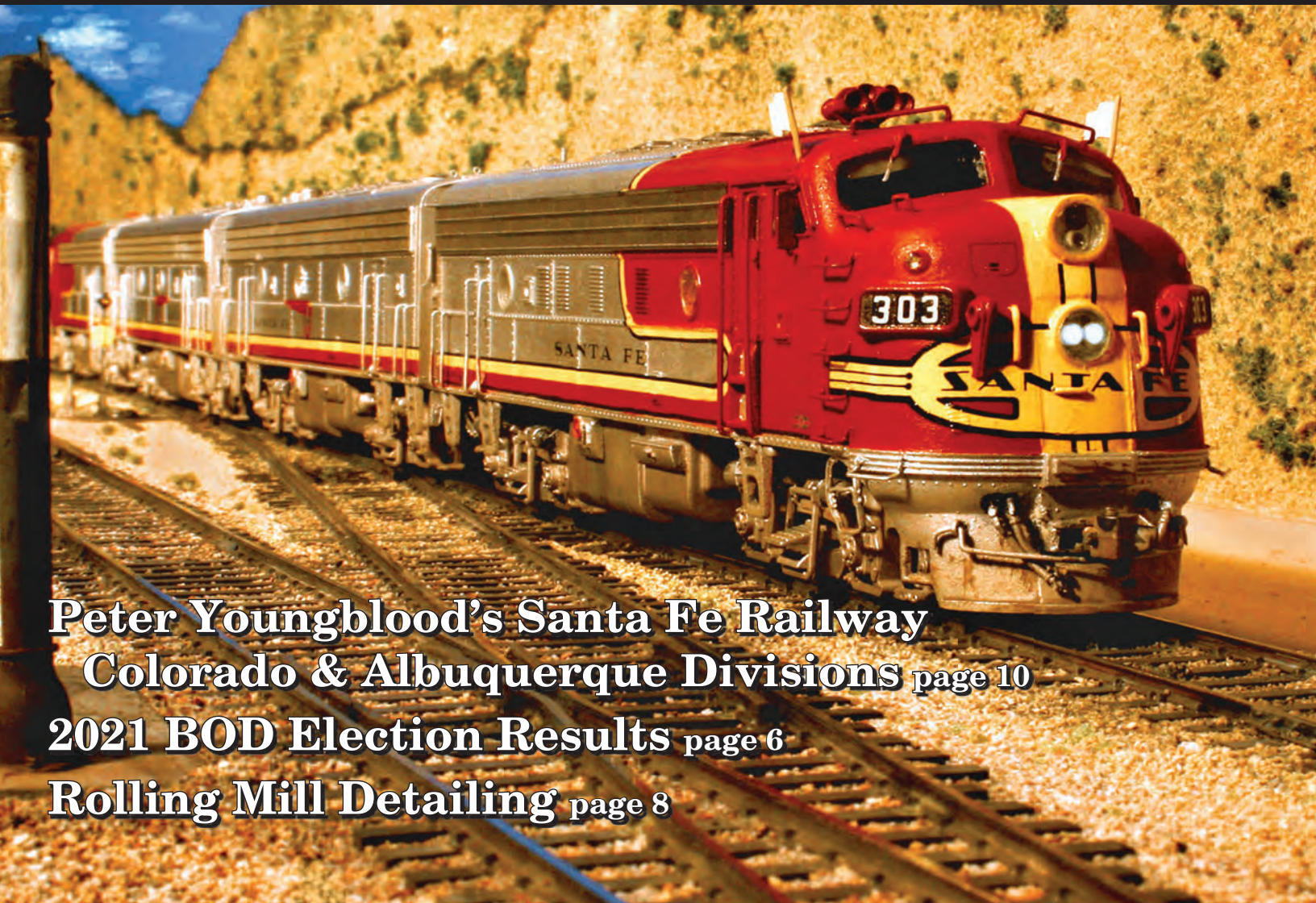
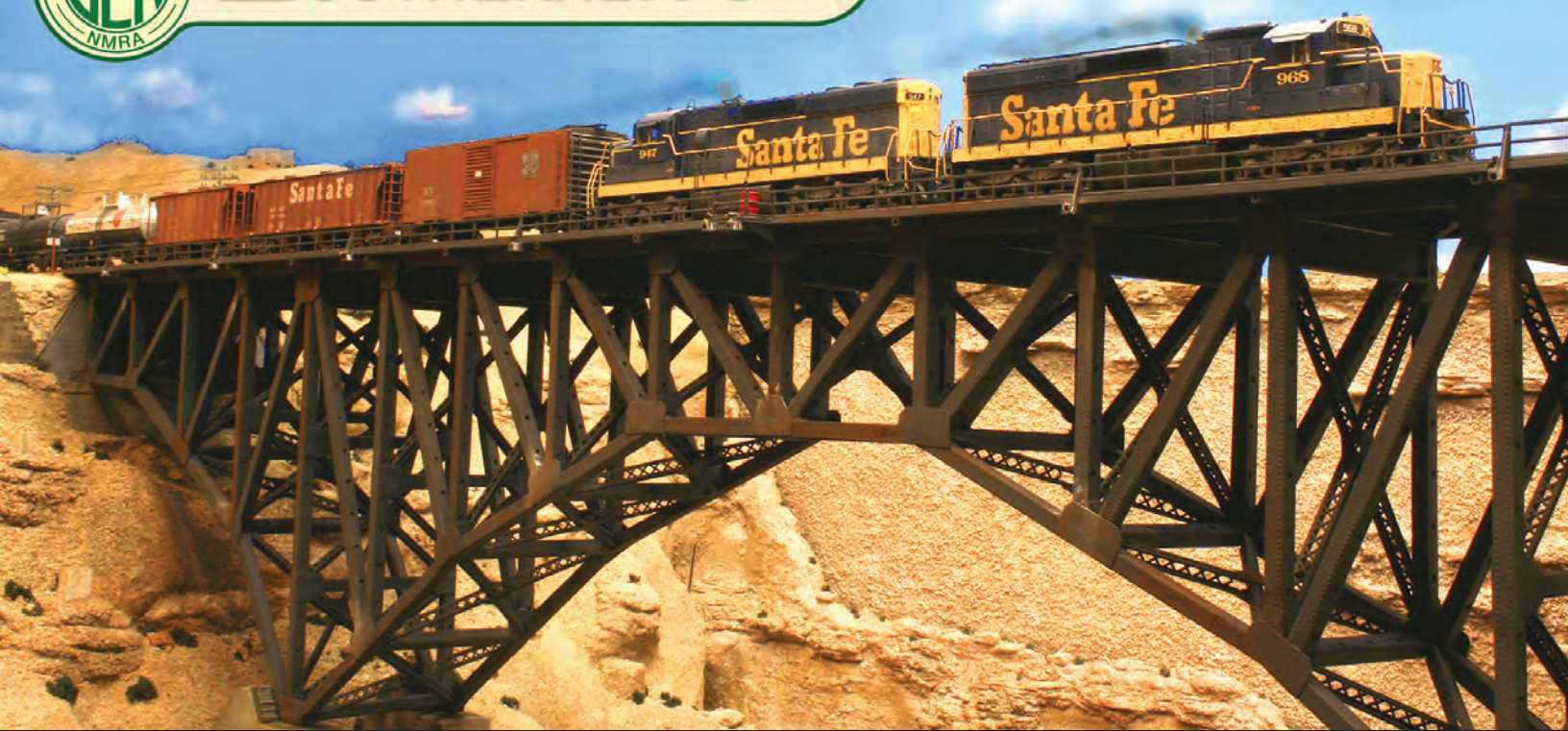




The **SOUTHERNER**



**Peter Youngblood's Santa Fe Railway
Colorado & Albuquerque Divisions** page 10

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Rolling Mill Detailing page 8



The President's Car Roy Masterson

I thank Larry Burkholder for his service as President of the SER. Larry's new role will be as Executive

Advisor and as our new SER Convention Chairman. A lot of Larry's term was impacted by everything that has happened with Covid.

Conventions, meetings and train shows were cancelled left and right including the NMRA National Convention in 2020, and our SER 2020 Annual Convention. Everything transitioned to digital online meetings and conventions as we all tried to stay active and connected with our fellow modelers.

This Spring I attended the NMRA's Region President's Conference. All 4 meetings were held on Zoom and it was interesting to see NMRA Officers and Region Presidents from England, across the USA and down in Australia.

It was late Saturday evening in the UK on Saturday and 5:00 AM on Sunday for the Aussie when the meetings got started. I was able to see and hear what other Regions are doing to keep members involved and interested and new ideas from the national office. Over the years I think there has been

a disconnect between regions and the national office and this conference was meant to increase cooperation and sharing of information across the NMRA.

With the Swamp Rabbit Express Convention in Greenville, SC we are cautiously starting to venture out again. Looking at my notes, there are a half dozen train shows that I know of in September and October around the SER. Those of us that are into operations have gradually started opening our basements and bonus rooms to train crews again. Most with smaller crews.

Model railroaders are a generally a social lot who enjoy getting together with fellow modelers. Due to covid, the last two years has really been rough on NMRA membership worldwide. Including the SER. We need to reengage with members who have dropped their membership and find new members. We need to get creative (that's what we do anyway) and work to keep people involved and interested in our great hobby.

The SER still has funds available for individuals serving in the Armed Forces and Veterans who reside within the boundaries of the Southeastern Region that would like a free introductory 1-year membership in the NMRA. This

is for new members and not available for current or prior members. Contact your local superintendent for details.

I think we are all familiar with all we need to do now to keep healthy as this epidemic is not going away anytime soon. Those who have had covid can attest to how serious this virus is. Hopefully as more people are vaccinated, and we keep following guidelines on how to protect ourselves and each other, we can get back to normal.

Please remember that SER Officers, Directors and Committee Chairs are here to assist you and your division. If you have any questions or ideas you'd like to discuss, please contact any of the officials listed on the SER Website. You can also find them listed in each issue of the *SouthErneR*.

Speaking of the *SouthErneR*, our Editor, Ed Juare, needs photos and articles for our magazine. You saw my layout in the summer issue, and I know there are a lot of outstanding layouts across the SER that are more detailed with scenic views than mine. So, send Ed some pictures and consider writing an article or two.

This issue features Peter Youngblood's beautiful Santa Fe Railway Railway - Colorado and Albuquerque Divisions that sadly were taken down when his house sold. We also need your help with advertisers to help offset printing and mailing expenses. Also consider buying a pike ad for your layout. [SER](#)

**YOUR PIKE
COULD BE
HERE**

\$16/YEAR (FOUR ISSUES)



DEADLINES

November 15 - Winter

February 15 - Spring

May 15 - Summer

August 15 - Fall

Issues are mailed approximately 5 weeks following these deadlines



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Editor: Ed Juare - 782 Jays Way, Ringgold GA 30737-8954
423-598-9925; SouthErneR@ejpj.com.

Material for publication is welcomed! Please send materials to the editor.
All submissions become the property of **The SouthErneR** unless otherwise
contracted. Do not send previously published materials please!

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

Submittals Due: Winter Nov 15; Spring Feb 15; Summer May 15; Fall Aug 15

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SAVE THE DATE!



November 13, 2021

- Children's Activities
- Craft Vendors
- Model Railroad Club Displays
- SAM Shortline Shuttle Train Ride



CORDELE
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Executive Advisor Larry Burkholder

This is my final report as President of your Southeastern Region,

although by the time you read this, I will be your Past President and assume the position of Executive Advisor. Two years have gone by very quickly. I have enjoyed my term, although it was much different than I envisioned when I first took office in 2019.

I was asked why I didn't run for a second term. By the time you read this I will be 80 years old and most of my later adult years in business and after retirement I have had some sort of management responsibility and I am ready to just kick back and let others make the decisions. I thank all the officers and committee chairmen who helped me during my term.

However, I am not entirely dropping out. I have agreed to take the Convention Chairman's position.

We have no convention planned for 2022 and I think Fred Coleman's passing had an impact on that. We are planning a mini-meet for early 2022 which you will hear more about as we get closer.

A mini-meet is not a substitute for a full convention, as those of you who attended our recent Swamp Rabbit Express convention in Greenville, but it is a chance for the membership to get together and share the hobby of model railroading. Mini-meets tend to draw attendees from a limited radius. For this reason, I would like to develop a mini-meet in the opposite side of our region for later in 2021. This could be a combined effort of two or more divisions.

The pandemic has had a very negative impact on our region and the hobby in general. SER membership has decreased considerably over the past year plus. Divisions have to find ways to overcome this problem. I have pushed video conferencing as a way to engage the membership while in-

person meetings are difficult.

A number of our divisions have done this with good success. Our Education Chairman, Chuck Higdon, is continuing to develop interesting webinars for the entire SER membership and Video Conferencing Chairman, Eric Hansmann, is accumulating a list of clinics that can be presented as part of any divisional video meeting. Everyone, especially division superintendents, need to take advantage of these opportunities.

A special thanks to the members of the Palmetto Division for overcoming extreme difficulties to successfully host our 2021 convention. I know everyone who attended had an enjoyable time and appreciated the effort that went into organizing it. It is a shame that the up-surge in the virus caused quite a few of our membership to choose not to attend. We all had some concerns.

Finally, I want to welcome the new officers that you elected and wish them well in their terms. Hopefully they will enjoy a more normal period than we have all experienced these past two years. **SER**



The Southeastern Region of the NMRA is proud to announce the availability of a limited number of Accurail HO scale 47' ACFX 4650 cu. ft. covered hopper kits custom made for the SER and lettered for ENGELHARD. The car, offered in one road number is injection molded plastic featuring plastic wheelsets, Accumate Couplers, Kadee compatible, and separate brake detail. Kit includes detailed step by step directions for quick assembly.

Orders of two or more cars include a free easy-to-install replacement Decal Set of TWELVE (12) different numbers plus END numbers. **This is a \$4.00 value -- FREE.** 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

Please support your Region and order one of more cars. For additional information contact Region Car Chairman Randall Watson at: randallwatson1@bellsouth.net.



Education Department

Chuck Higdon

Cherokee Division

I hope this issue of *The SouthErneR* finds your family and you well, and virus free. With the

number of cases increasing, we still have two licenses from Zoom to have online meetings. You can join in on a Zoom meeting via your cell phone in addition to a computer. We can have a practice session to train those of you not sure how to use Zoom.

I have sent a note to the Division Superintendents to offer help with Zoom meeting in place of live meetings. If for no other topic but to say hello to our fellow members and see each other. During such a meeting members can share photos of projects they have been working on, or a video of a clinic a fellow member made can be shown.

Besides Zoom there are other avenues. Microsoft has Teams and Skype. Apple has something, but I am not an Apple person. And then there is Facebook, Instagram, and other social networking programs. They all have ways to have meetings. We have the Zoom system ready to use. I will walk you through one or two. You just need to pick a date and time that works for most of us.

If you wanted to show some photos on a Zoom meeting, have them all in a folder/file. Have the first photo open on your machine before signing into the meeting. Then to share your photos, you would click on the "Share Photos" green button, a screen comes up showing what is open on your screen. You would then click on the open photo you want to show. It would then come up on everyone's screen.

There are arrows on the right and left to move forward or back in your group of photos. You will need to move the group box to access the right-side arrow.

Click and hold the left mouse button on the panel with the viewers and move it a little to the left. The arrow will then appear, and you will be set. When you are done, just click the Red Stop Share button and we all go back to the viewing screen.

We could set up a practice meeting to be sure any of you who want to try Zoom could before a meeting, so you feel more comfortable with it. This would be at the Division level. So, a smaller group, with the goal of talking with each other and maybe sharing what you have been working on with your railroad.

For my move to Tennessee, I joined Facebook to be able to keep up with the neighborhood and learn what was going on here. I never wanted to be on one of these type networks. But I have learned that if I keep to just the groups I want to see, don't accept

friend requests from people I do not know, it has been good.

I have also found some railroad groups that I never would have seen. Joining them has shown me photos of sites long gone. Maps of track no longer around, along with buildings. I have learned about the TAG railroad, the L&N branches in Sequachee Valley and Tracy City. So, you can be on Facebook and not get all the garbage that we hear about. Just keep yourself on sites you want to see and don't even open anything else.

If you have a topic that I may be able to help with, or if you have a clinic you want to present to the Region, please let me know. We can set up a webinar to show it.

Here's a photo of the last wall I have put up. It should be painted by now, with a second level and switching area to the right side of it. Then some sort of ramp like the 2 on the left in front of the blue wall will be installed from levels 2 & 3 on the right across the blue wall to the other side to attach to the rest of the railroad. Relay the rest of the track, attach the wires and we can run trains again.

Enjoy life and take care. **SER**





EVENT INFORMATION

VENUE ADDRESS: CUMBERLAND COMMUNITY COMPLEX
1398 LIVINGSTON ROAD, CROSSVILLE, TN 38571

SHOW TIMES: SATURDAY 10AM-5PM SUNDAY 10AM-4PM

SETUP: FRIDAY 29th 1PM-5PM SATURDAY 30th 8AM-9:30 AM

SHOW CONTACTS: Web Site crossvilletrains.org

E-MAIL: crossvilletrains@gmail.com

LAYOUT DETAILS

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SCALE: _____ SIZE _____

CONTACT PERSON NAME: _____

CELL PHONE _____ E-MAIL: _____

SPECIAL REQUEST: _____

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VENDOR NAME: _____

NUMBER OF TABLES 8' @ \$30 EACH _____ TOTAL \$ _____

CONTACT INFO: CELL PHONE _____

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**TABLE ORDER
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OCTOBER 15TH**

PLEASE MAKE CHECKS PAYABLE TO: CMRC

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O Scale South 2022

7th Annual Atlanta O Scale 2 Rail Meet



9am- 2pm on Saturday February 26, 2022

at the

Cross of Life Lutheran Church,
1000 Hembree Road, Roswell, GA, USA



Swap Meet & Modular Layout Display
Layout tours information at the meet

\$5 admission (spouses and children free) / \$25 per 8ft table (includes admission)

<http://www.oscalesouth2022.com>

On3, On30, On2, Proto:48, and 3-Rail Scalpers Welcome!



Sponsored by the Southern O Scalpers and
the Railroad Model Club of Atlanta

Contact Dan Mason @ daniel@southmoscalers.com or 770-337-5139 to reserve tables and info

Save the Date!

Central Railway Museum's



Model Train Expo 2022

Fri – Feb 18th 12:00 – 6:00 pm

Sat – Feb 19th 9:00 – 3:00 pm

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207 Rock Springs Road

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If you haven't visited www.nmra.org lately, you're missing out on some really great stuff. Starting with a boatload of discounts!



We make it **more fun**.

Detailing the Interior of a Walthers Rolling Mill

article and photos by Mike Cumings
Piedmont Division

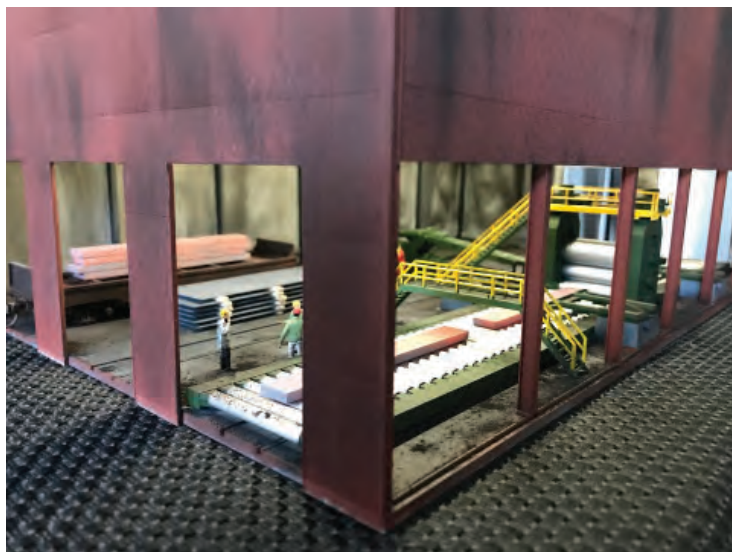
As there are more than a few of us that model some form of the steel industry in the SER, I thought I might pass on some ideas on how to easily detail the interior of a Walthers Rolling Mill. These ideas could be useful in other scenes of a steel mill as well.

I first built the basic structure from the original Walthers Rolling Mill 933-3052 several years ago, but did not attach the roof as I thought I would detail the interior at some point. Walthers gave modelers the option of removing the



lower portion of the side wall by incorporating a score line into the molded wall.

The later release of the rolling mill includes the iconic reversing mill stand, but the original required buying the kit 933—2963 separately. I painted the reversing mill equipment with Tamiya XF-5 flat green and the rollers with Krylon KO1010A07 from a rattle can. Hand rails were hand brushed with a Tamiya Yellow X-24.



The stack of steel sheet ready for loading on an outbound flat car was simply cut from left over 0.020 styrene sheet and sprayed with a Krylon Matte Grey primer. Everything in a steel mill tends to be separated by 4x4 blocks of wood so that the cranes can quickly pull individual sheets or portions of stacks by sliding the chains in between the

steel. Including these blocks increases visual interest and is prototypical as well.



Most steel molders already know of State Tool and Die - manufacturers of multiple accessories for the mill environment. I used two of their products in this rolling mill. I used their Universal Flat Car kit #CMA-780 individual parts as patterns to cut new sections for assembly, in order to scratch build several of these cars, as I needed a fleet of the cars for use within the various buildings on the site. I used some code 100 rail cut into sections across the width of the cars to support stabs of hot steel. The orange or "hot" steel slabs CMA-785 were over sprayed across their edges with several extremely light passes of my air brush with a flat grey. With some practice, the grey over spray took on the look of the cooling action over time of the hot slabs. I used these finished slabs on both the rolls of the reversing mill and placed a stack of four on the flat car. Over hang the slabs on each other as the cranes would grab under the edges with plate hooks to move each one withing the mill.

This structure was my first opportunity to try using LED strip lighting for an interior project. I found a strip from Commercial Electric (LED Soft White Tape Light 1003 620 392) at a big box store. I fabricated a new beam to run the length of the mill out of doubled up 3/32' square styrene and painted only the top of the beam black. Cut the LED strip at one of the frequent marks to the desired finished length and attach to the bottom of the beam using the built-in adhesive strip on the back side of the LED strip. To hide the supply to the lighting, I fabricated a scale 5'x5' ductwork to run the supply down thru the floor of the structure. The LED strip provides uniform lighting for the entire structure and highlights the interior details extremely well while viewing from any angle.

I actually had several of the Walthers Heavy Duty Cranes 933-3150 that I had found at local train shows, and wanted to use one of them for this structure. To do so, I cut a scale



12-foot section out of the crane trusses and reassembled to the shorter length need to fit on the girders built onto the mill walls. The crane was painted black and installed.

Having worked as an iron worker back in the early 80s for three years while putting myself through college at night, I can promise you that a working mill is a dirty place. The walls and equipment were weathered heavily with grey, black and rusty primer paints. Generous amounts of burnt sienna, red Iron oxide and grimy black pan pastels helped create the intended look. Lastly - several workers were placed within using Walthers Scene Masters 6088 Day Loading Crew.

Modeling a steel mill demands a high level of selective compression. As Walthers was kind enough to provide the option of opening up a portion of the rolling mills and electric furnaces in their Cornerstone Series, combining each of these individually simple projects with the rolling mill provide a sense of the operations to a visitor or operator in a prototypical and visually interesting way. [SER](http://www.ser-nmra.org)

SER Board of Directors 2021 Election Report Rick Coble, Elections Chair

Elected to the Board of Directors are:

President: Roy Masterson

Treasurer: Mark McAllister

Directors (2): Brian Ford, John Stevens

They officially joined the board of directors at the 2021 annual business meeting.

2021 Service Awards

President's Award: Owen Maddux

Dave Muller Award: Perry Lamb

Chairman's Award: Eric Hansmann

Tennessee Southern
Railroad

3518 Connolly Ln
East Ridge, TN 37412
mlmcallister@gmail.com

Mark McAllister
Superintendent
Southern Division

Randall Watson
President

ST. LOUIS and SOUTHERN R.R.
Modeling Modern Day in "HO"

730 Morning Creek Lane
Suwanee, GA 30024
e-mail: randallwatson1@bellsouth.net

Phone: 770-831-5736
Cell: 404-424-2218



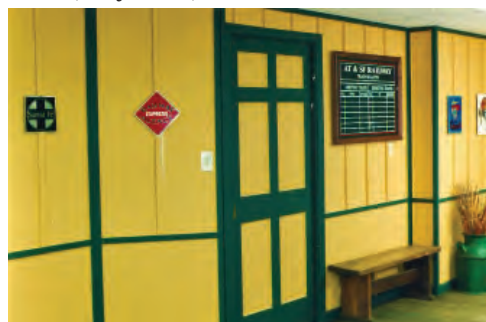
It Was Fun While It Lasted

The story of a model railroad's 14 year lifespan.

by Peter Youndblood, MMR

Article and photos by the author.

It began in 2006 when, partially retired, I set about building a large 27' x 47' HO scale layout in my Kennesaw, GA basement. Preceded by several years of days-off room preparation I could do myself, i.e. wall studs, dry wall, a cedar lined wardrobe



closet for the Mrs. which, by complete coincidence (?), had exterior walls take on the appearance of a rural railroad depot. Required by code electrical work, drop ceiling and carpeting were done by professionals. Over time the once sterile, poured concrete basement, transitioned into a hospitable, comfortable layout room.

Several years prior to actual construction, layout design evolved through several iterations which included overlays showing the overall track plan (36" minimum radius) elevations, 3 foot aisles, bench work construction and placement of overhead track lighting to avoid human shadows cast onto the layout. My goal was to build a "proto-based-freelanced" layout of 1960's era Santa Fe Railway operations in the Colorado & Albuquerque Divisions.

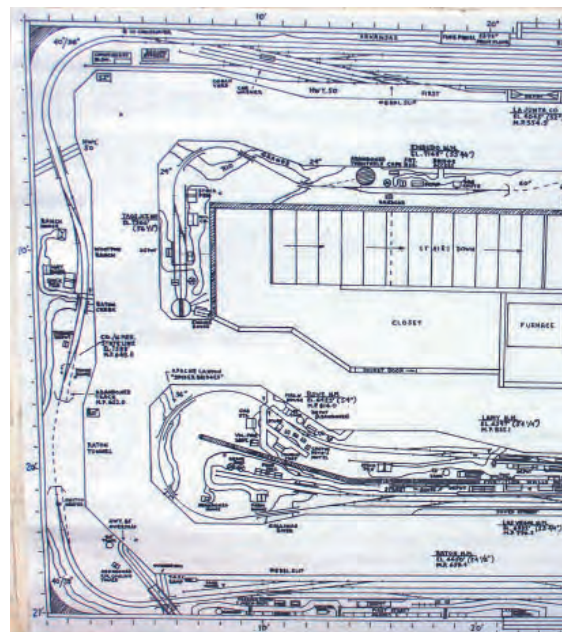
Geographically located in some of my favorite parts of the southwest, the railroad would run westward from a yard at La Junta, CO, over Raton Pass and on into New Mexico before terminating in staging tracks at Flagstaff, AZ. The railroad would operate point-to-point with an option for continuous running for open house visitors. I knew I wanted to include several key locations but would have

to sacrifice others because of layout space constraints. Trinidad, CO, Albuquerque, NM, and an accurate replica of York Canyon, NM's coal mine flood loading loop would have to be omitted.

Bench work began in a walled off area sharing space with my workbench and shop space, then continued throughout the basement. Even if I couldn't model it prototypically, I still wanted to include Santa Fe's unit coal trains running westward from the flood loader at York Canyon to Kaiser Steel in Fontana, CA.

Adhering to the prototype in my track plan, was a branch line joining Santa Fe's main line at French Junction, NM, leading to York Canyon's hidden lower level stub ended staging yard for inbound eastward empties and outbound westward loads. The empty train had a loaded clone on a parallel track using the same locomotives having run around capability. Built above the lower level was another "off stage" staging yard, Flagstaff, AZ's, 5 through-tracks terminus.

Adding eastward train movements from La Junta, CO to Lamar, CO when operating sessions began years later, the upper level staging yard at Flagstaff doubled as a destination for Lamar, a guaranteed bottle



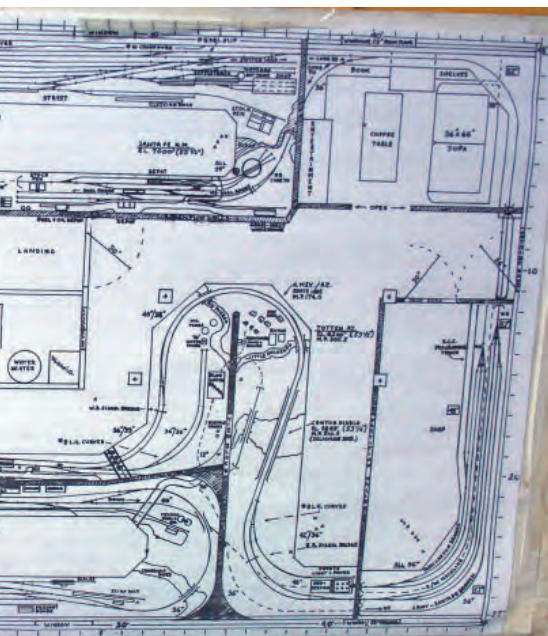
Two level staging in workbench room.

neck for operating crews and the dispatcher when trains didn't operate on time. With no room to add staging tracks, trains held elsewhere for release, a compromised solution.

A "lone eagle" builder, construction moved slowly. Eastward from Flagstaff, main line tracks ran through a tunnel entering the visible portion of the layout at West Darling, AZ. where the



West Darling, AZ Diamond D Ranch spur & stock pen.



Diamond D Ranch's spur and white-faced cattle are driven to its scratch built double-chute stock pen.

At Canyon Diablo, the main line crossed over the Little Colorado River on a double-track steel arch bridge (built from Plastruct ABS plastic shapes) before reaching western New Mexico at Defiance. Far below Canyon Diablo, I added a fictitious half-hidden N scale loop of track, a forced perspective scenic effect, adding distance and depth to the canyon.



Forced perspective N scale Extra 210 West

Released periodically by a timing device, a westward Santa Fe mixed

freight would appear, cross the river on a single track girder bridge, then disappear for an unknown destination.

Defiance, NM, was modeled as an abandoned mining town patterned after Madrid, NM. Madrid, the real town, is known to tourists patronizing local artists and to Hollywood as the motion picture location for "Wild Hogs," a 2007 biker movie.

A spur at Defiance facilitated delivery of construction materials to a new structure being built, a sign perhaps of new prosperity? In the distance was the abandoned mine.



Defiance, NM New construction.

It, its tracks and tailings modeled again in N scale forcing perspective. Hand painted on the backdrop, a towering cumulonimbus thunder cloud threatened. Pushing a push button on the fascia activated a sequence

of crackling lightning and booming thunder, a loud warning nearby Chaco



Defiance, NM Chaco Wash

Wash would soon overrun its banks.

A few specifics before moving construction farther along eastward. Open grid bench work used 1x3" pine and 1x4" risers. Bench work was cantilevered using 1x2" pine screwed to the 1x3"s, then braced diagonally to 2x4"s mounted vertically on the walls. A pair of free standing "balloons" had recessed 2x2" supporting legs. Recessing the legs avoided bumping them.



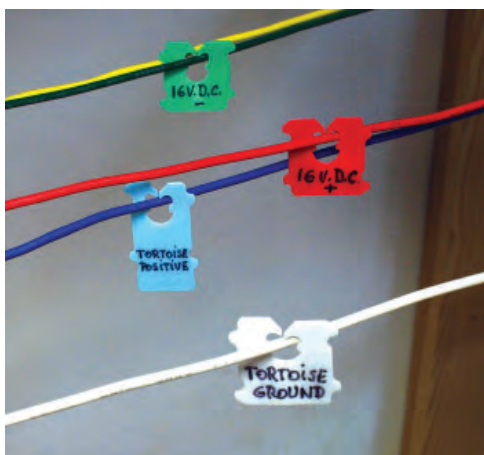
Forced perspective N scale mine buildings and a thunderstorm.

Layout height (at ground zero) was 52" climbing to 60" at its highest point. 5/8" plywood for sub-roadbed, Woodland Scenics HO roadbed strips for main lines, N scale strips for spurs and branch lines. Main line tracks were Walther's Code 83 flex track, Code 70 for spurs, MicroEngineering Code 55 flex track for the N scale loop. #10 & #8 Walther's (Shinohara) turnouts on main lines, a few #6's for spurs plus several #8 hand laid Code 83 turnouts. All turnouts modified for DCC were powered by Tortoise by Circuitron switch machines activated



by fascia mounted rotary switches on Rix Products CTC replica switch plates. Green and yellow LED's indicated Normal or Reverse turnout alignment.

The operating system was CVP's Railcommand, a proprietary forerunner to Easy DCC. Although the system worked well with tethered and wireless throttles, it was incompatible with contemporary DCC systems conforming to established NMRA standards. Multiple pairs of color-coded bus bars ran beneath the layout and were tagged with plastic clips used to seal bread loaves and other bakery products. These various wire gauge size bus bar pairs provided power to tracks, switch machines, signals, structures, street lights, etc.



After passing the spur leading to the future Navajo LPG Refinery tracks at Zuni, NM, construction progressed to the small town of Lamy and its classic Mission Revival style depot I'd scratch built beforehand. Diminutive as railroad towns go, it had 3 spurs for switching cars to local industries. A historic location named after Jean Baptiste Lamy (Laa-mee), a Roman Catholic Frenchman who in the mid-1880's became New Mexico's first Archbishop while also building the City of Santa Fe's first churches, Lamy is still Amtrak's stop for arriving or departing City of Santa Fe passengers. "Motor Coaches" (buses) transport passengers to and from the city. A

branch line provided thrice weekly LCL freight service to Santa Fe.

From the depot it disappeared beneath New Mexico's State Highway 285 overpass continuing on through a view block to Santa Fe, a layout destination in another part of the basement I never got to build. Close by the depot is the Legal Tender. Built in 1881 it had a long tradition of opening its doors with the arrival of the first day's train and closing them sufficiently after the last train's departure. All signature elements at Lamy were modeled, either scratch-built or kit bashed.

While constructing Lamy it dawned on me I could visually extend its 24"



Lamy depot and general store



depth by layering left over lengths of 3/16" thick Masonite used for the layout's contoured fascia as a bas-relief backdrop. Painted and sceniced while flat, then mounted vertically with a 3/4" separation between layers, the illusion of multiple rolling hills was quite convincing. An added theatrical touch included a dimmable colored rope light strand between the sky blue painted backdrop and the flat mounted closest to it. Turned on,



the effect was of a setting sun. Later I added hidden rope light "sunsets" to all west facing backdrops.

I should point out like most of us who build layouts, periods of inactivity are common. Mine was no exception. Other priorities took precedence and a few weeks would slip by before construction would resume. The hiatus was often helpful, an opportunity to look back at the quality of workmanship, to reconsider design, test functionality, and making adjustments or changes where necessary. Each new construction area began by installing risers and sub-roadbed over bench work already built for the entire layout as mentioned earlier. In the design planning phase, footprints of structures had been included in the same drawing as the track plan to make sure they'd fit. Many were already built in the years prior to actual layout construction. If new, adaptable kits came on the market, they were modified, assembled, then test fit in the scenery space allocated.

Next constructed was the small plateau for Rowe, NM, an actual town I modeled fictitiously with several small buildings and a Native



American Curio Shop common to the southwest. Rowe was the site of several "mini-scenes" with locals and tourists interacting. A horse and rider even left signs of passage (coffee grounds work well)! No longer in service, Rowe's 2-story depot and agent's quarters were boarded up. A trackside station sign indicated it was still a timetable location per Santa Fe Railway practice.



Continuing eastward, the now single track main line entered into Apache Canyon, a scenic location again based on reality. Like Canyon Diablo, this was a scenery challenge that would require compromising. In actuality, the Santa Fe's main line S-curved snaking its way through the narrow

canyon. Midway it traveled across an unusual "Spider Bridge," so called because its girders are supported by outriggers resting on concrete abutments built into both sides of the canyon's walls. At two places in the canyon, the Spider Bridge and a second conventional girder bridge crossed Apache Creek.

Both bridges were scratch built with carved Balsa Foam abutments. Nearly vertical canyon walls were constructed from a cardboard strip



matrix stuffed with newspaper and plaster cloth, followed by a brushed on coat of Gypsolite, a premixed plaster and perlite aggregate, which gave the canyon walls enough "tooth" to retain ground cover materials applied subsequently. Several Hydrocal plaster rock castings made from



Woodland Scenics rubber molds were also applied. Apache Canyon is the favorite nesting place for the Southwestern Procrastinator bird, a rare species easily excitable and noisy when observing any lack of progress.



Upon exiting Apache Canyon, the mainline passed a small farm. I enjoyed creating "mini-scenes" throughout the layout with each location lending itself to opportunities.



Here the farmhouse is being repainted, a useless scarecrow has a crow perched on its straw head, and down by the Gallinas River, father and son are fishing as a hawk swoops in low to try and steal their catch.



My preference for modeling water is Envirotex Lite, a 2-part water clear odorless epoxy resin polymer compound mixed 1:1. Lightly tinted with acrylic dyes, then poured in thin layers, when cured it forms a durable, resilient, self-leveling glossy finish. Agitated water in streams was simulated using a top coat of Woodland Scenics Water Effects, an acrylic white paste. Brushed or dabbled on, it dries clear. Highlighting faster moving water was done by carefully dry brushing white acrylic tube paint in those areas. Once every year I'd wipe the water surfaces with a damp cloth to remove any dust, then I'd brush on a thin coat of Minwax Polycrylic High Gloss restoring the original sheen.

Above the river bank several hobos gathered around a campfire, another



flew a kite (a tip of the hat to famous model railroader friends, the late John Allen and Whit Towers) and hobo W.T. Terwilliger was off on his daily "power walk" constitutional.



Las Vegas, NM, was the next eastward town. It's double-track main line had adjacent parallel tracks for switching cars and spurs to Gallinas Grain & Feed, Montoya Oil Distributors, or a house track by the depot. The brick

depot was modeled by kit-bashing and heavily modifying a Walthers kit.

Las Vegas, built to a 24" depth, had buildings modeled as flats using printed backdrops from SceniKing

glued to Gatorboard. 3-dimensional awnings, balconies, planters, signs, etc., were added to enhance greater realism.

A daily westward freight train from La Junta, CO, turned at Las Vegas, a challenge for operating crews due to switching track lengths. At the western end of Las Vegas was French Junction, the branch line connection leading to New Mexico's York Canyon Mine hidden staging tracks.

Departing Las Vegas, the single track main line swept around a broad right



hand curve crossing over New Mexico State Highway 66 and the Canadian River before entering Raton, NM's Division Point yard limit. Below the main line huddled close to the river, was the Happy Bottom Campground, an oasis for campers seeking refuge from the summer heat.

Gateway to the Cimarron Valley, the Philmont Scout Ranch, and Carson National Forest, Raton is the Spanish word for "Mouse," so named because of a rodent infestation in the earliest years of the town's creation. In the steam era Raton was Santa Fe's western terminus for servicing and turning helper locomotives for added power to westward trains climbing Raton's 3.5% grade, then returning eastward either running light or in train for added braking power.

Several spurs leading to two local



industries, Raton Crystal Ice & Storage, Hobbs Hardware, a freight depot and a scale track branched out from the yard keeping the local Raton operating crew on its toes further encumbered by having to stay clear of passenger trains making scheduled stops at the depot. I regret not having had the opportunity to scratch build Raton's large classic Mission Revival style depot, a project planned for a later time.



A Raton landmark modeled was "Goat Hill," a tall bluff topped by the word "RATON" bill boarded in large white letters joined by an American flag. The prototype was lit at night, so was the model. By the 1960's locomotive servicing facilities were greatly diminished. The roundhouse had fewer stalls, sand towers and fueling facilities were still in use, and the



85 ft. turntable remained to turn helpers, mainly RSD5 or RSD15 diesel locomotives all modeled on the layout.

Leaving Raton to the east, the main line crossed over New Mexico State Highway 72, a girder bridge over Raton Creek, then quickly under U.S. 85's two lane highway bridge before curving past timetable sign posts for Keota and Lynn. The single-track main line entered the west portal of the half mile long darkness of Raton Tunnel in New Mexico exiting the East portal and the Colorado state line marker at Wootton, CO and a sign indicating the altitude is 7,588 ft., the highest point on the Santa Fe Railway.

Wootton, CO, named after Richens Lacey "Uncle Dick" Wootton, an American frontiersman, trapper and guide. In 1865 he obtained franchises from the territorial legislatures of Colorado and New Mexico to build a 27 mile toll road over Raton Pass into New Mexico. He hired Ute Indians to build this difficult stretch of road along the Santa Fe Trail then built a hotel and put up a toll gate in front of his home charging \$1.50 per wagon and 25 cents per horseman. Indians were always allowed free passage.

In 1878 the Santa Fe Railway bought the right of way paying him and his wife a lifetime pass and pension as part of the purchase price. The toll road operated until 1879 when Uncle



Dick moved to Trinidad, CO, until his death in 1893. In the mid 1960's the Wootton Ranch occasionally still shipped or received livestock and ranching supplies at a spur switched from the north main line. I modeled a composite of the ranch located in a recessed valley in N scale again forcing perspective. The spur's kit bashed stock pen was modeled in HO scale and included ranch hands branding cattle.

The double track main line continued downgrade crossing over Colorado State Highway 50's underpass before entering La Junta, CO (pronounced La-Hoon-tah, ("The Junction" in Spanish) at the western Yard Limit sign after passing the Joint Line's shared (AT&SF and D&RGW) single track connection to Pueblo and Denver, CO.

In the limited available space, the Joint Line connection was modeled as a long stub ended



spur disappearing behind a ridge. Pueblo and Denver passengers either outbound or inbound, connected with Santa Fe's northern transcontinental trains at La Junta.



From its yard, La Junta serviced three industries, the Colorado Livestock Co. with its double chute stock pen and car cleaning facility, the Western Canning Co., and the Union Ice Co. ice plant located beside the locomotive service area.

At the yard's west end was a small coach





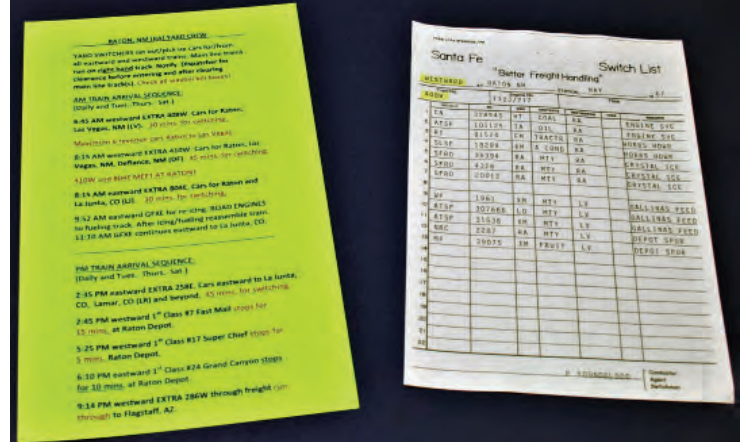
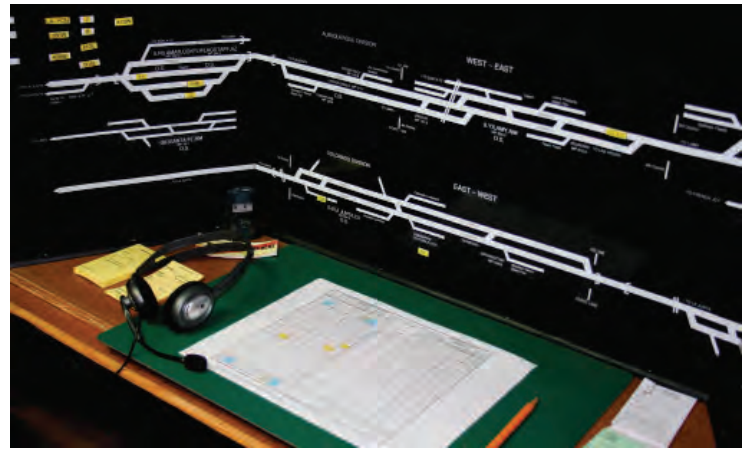
yard, car washer, Railway Express building and Fred Harvey Commissary.

Paralleling the Arkansas River, La Junta's Yard was a terminal point. Modeled as the railroad's main yard it could accommodate 120 freight cars, but 50-60 was the preferred norm, enough to keep two yard operators busy switching arrival, departure and classification tracks using two dedicated yard switchers. Located at the yard's eastern most end was a three-bay locomotive shop for light repairs, fueling and sanding facilities, a waycar (caboose) track and a Union icing plant. All structures were either scratch built or kit bashed.

Missing was the depot. As it was

with other places on the layout, La Junta was far from complete, including a point-to-point D&RGW narrow gauge interchange segment at Santa Fe's dual gauge yard, yet it had gotten to a point where operating trials could begin.

Operating sessions had just begun when Covid-19 brought them to a sudden halt. Trains were tracked by moving train number magnets on a straight line magnetic board schematic. Trains ran via timetable on 3:1 accelerated time communicating via FRS radios. Two-man train crews worked with switch lists and waybills, yard crews with train sequence cards. Crews were politely encouraged (?) to



OS at points indicated on the fascia. Ideally 8-10 operators including a dispatcher ran the railroad and assignments were rotated each session.

It was a blessing to have fellow Piedmont Division member friends so willing to participate in these early, evolving operating sessions and to suggest improvements that could be made. Together they helped validate the concept of why this model railroad was built, and as a bonus, the many hours of enjoyment, education and camaraderie it provided. Although my model railroad has now become a Fallen Flag, its pleasant memories will endure for a long, long time. [SER](#)

Achievement Program

New Awards in Our Southeastern Region This Quarter



Carolina Mountain - Division 15

Edmund J. Neale
Golden Spike Award



Palmetto - Division 7

Tom Langdale
Master Builder Scenery and
Model Railroad Engineer
Electrical Certificates



Piedmont - Division 5

Gary Fish
Golden Spike Award
Michael Cummings
Association Official and
Master Builder
Structures Certificates



Division AP Chairmen for Divisions which have them

Bluff City (10)
Greg Scharfetter; gasharfetter@bellsouth.net; 901-219-4219

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

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

Cumberland (11)
George Gilbert, MMR; rgilbert@comcast.net; 615-352-1254

Gulf (4)
Peter Banks MMR; pbnyc@bellsouth.net; 850-890-0987

Magnolia (14)
Troy Hight; trhg6@aol.com; 601-416-7617

Mid South (1)
Sandy William Warrington; wearrington@msm.com; 256-617-8098

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

Piedmont (5)
Charles Mason MMR; candjmason@att.net; 770-993-1589

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

Smokey Mountain (12)
Larry Burkholder, lbtexan@chartertn.net; 865-408-9903

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

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Southeastern Region Division News



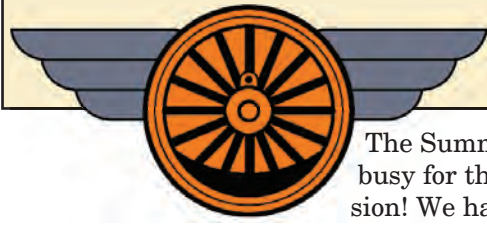
Division 3 - Dixie

Brett Scott ~ davidbrettscott@gmail.com

The hosts of the MGB Model Railroad Club ("The club"), Brett and Taunia Scott, have decided to "downsize."

As a result, the club will be dismantling, packing and storing the layout and its contents. Operating sessions have ended for now. That being said, it is the intent of the

officers of the club (Brett is the current club president) to find a new home for the layout. The timeline for all of this is a bit "hazy" at present, but more information will be provided when it becomes available. We appreciate everyone's interest in the club and trust that you'll follow our efforts in the days to come. [SER](#)



Division 5 - Piedmont

Perry Lamb ~ perry_lamb@mindspring.com

The Summer has been very busy for the Piedmont Division! We have continued to host virtual meetings throughout the year and have now started hosting combined in-person and virtual meetings. I must admit that the combined meetings are a bit harder than meeting virtually. It seems that sound quality can be an issue. Something we are working on.

In June, our virtual clinic was presented by Catzpaw. The wonderful folks there 3D print a wide variety of items that can be very useful on a model railroad. While not a sales event, Catzpaw did an amazing job of explaining how 3D printed items are created and turned into real objects. They discussed editing software, cleaning up the item files and then the actual printing process. Examples of the entire process were provided in the clinic. I found the entire process quite interesting and informative.

In July, we had our first "mixed" monthly meeting. Our clinician was John Lees. John is the proud owner of his own real, live railroad caboose! Talk about a dream come true! However, all is not as it seems and John relayed the long, and sometimes comical, story of obtaining, moving and refurbishing his own piece of railroad history. This was a completely amazing clinic, full of trains, cranes and trucks! Doesn't get much better than that! John has written a book about his journey and copies of the book are available for purchase.

In August, the Division was back at its normal place of gathering. This month we again had a mixed live and virtual presentation. The clinician was Michelle Kempema of the Model Railroad Museum of Colorado. This museum is the largest fully dispatched model railroad. The layout was built by a private owner and is now operated as an open-to-the-public museum and as an operating model railroad to members and visitors. The layout itself is simply beautiful and has different operating modes that match what type of event the layout is open for. If you are ever in Greeley Colorado, this would be a great stop! (Besides, that part of Colorado is really cool!)

Additionally, we hosted our third Train 'N Camp of the year. This quarter's Camp was taught by Jack Ellis of Bar Mills models. The virtual Camp ran over most of Saturday, August 14. During the Camp, the participants started the process of constructing a laser-cut wood structure. The Camp included a long list of tips and trick that could be used, in any scale, to build and enhance any wooden structure. The Camp was well received and we had participants from as far away as Hawaii! This was an excellent clinic, and we will work to host something like it again. Our final Camp of the year will focus on scenery as a continuation of our module building series.

The Division is now focused on the rest of the year. We are planning on mixed monthly meetings for September, October and November and a return to our Christmas Party in December. In addition, work is well underway to a return of the Piedmont Pilgrimage in November. This will be a "mixed" Pilgrimage with some home layouts hosting in-person open houses and some layouts being presented on-line. The schedule will be available via our website. In addition, THE BEST model train show in the Southeast (ok, personal opinion here), The Piedmont Division Model Train Show is coming soon! The Train Show staff is hard at work to bring the Show to life in its new location, the Clarence Brown Convention Center in Cartersville, GA. We are certainly looking forward to the return of our Train Show.

Please remember that any of our Virtual events are open to any division members. Our virtual meetings are held in our WebEx room: https://perrylamb.my.webex.com/meet/perry_lamb. Additionally, our monthly meetings are recorded and can be found on the Piedmont Division's YouTube page. Be sure and take a look!

Please stay safe out there. Covid-19 has not gone away and people are still being affected. We want to see all of you on-line or in-person at SER events all over this part of the planet. Also remember that Model Railroading is Fun!

Until next time... Engage! [SER](#)

It's been a hot and sticky mess for a few weeks now as I write this in the Cumberland Division. It's terrible weather for lawn and garden duties, so I've encouraged everyone to stay cool inside and build models!

Our bunch has met a few times on the Zoom virtual meeting platform. We had 14 members participating in our July meeting. I presented on freight car decals as details. The focus was on paint out areas, updated weigh and repack stencils, and chalk marks.

The rest of our meeting was focused on a show and tell session. Members sent me images that I added into a PowerPoint presentation. Each member discussed their models and answered questions. This has been an easy way to share model progress via Zoom.

A couple of weeks before our meeting, I encouraged members to snap a few photos under good lighting. After I receive their files, I'll adjust levels, contrast and brightness (if needed) before cropping and saving the image for the PowerPoint.

This presentation works better than holding a model in front of a laptop camera during the meeting. I can also zoom in on the PowerPoint slide by hitting CTRL + a few times so we can all get a better look.

Mark Nolen held an operating session on his HO scale Lehigh Valley layout in late June. It's a multi-level, multi-room layout representing rail action around Allentown, PA, in the early 1970s. A few grab shots from Mark's op session close out the Cumberland Division report for this issue. [SER](#)



Mark models a large Bethlehem Steel complex. A pair of EMD switchers are assigned to work the plant.



A local freight is departing Packerton yard for Palmerton. The crew's work time ran out before they could return.



The eastern Pennsylvania scenery dwarfs the trains in many places along the HO scale mainline.



A long, narrow wall shelf became an anthracite breaker that generates coal loads for the Lehigh Valley.

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Division 12 - Smoky Mountain

Allen Keller ~ allenkeller@charter.net

Summer in the Smoky Mountain Division has been slow. While we enjoyed 4 model railroads that were open to the membership for a visit, we have been stymied by lack of meeting space for a regular meeting with dinner and a clinic. Hope springs eternal that restaurants will return to normal operation for advanced reserved bookings!

However, all has not been lost train wise. Some members have kept busy with projects for themselves and/or their friends. Tim Harkleroad has done some fine work painting and decaling these passenger cars.



Allen Keller & Dave Houseman have opened their layouts to what they call "practice ops" or "mini ops sessions." They say it's a way of training new operators and honing the skills of experienced trainmen.



Allen has also been busy adding structures to Dave's growing Chicago, Denver & Pacific. Here is a shot of the new Apartment building he built for the town of Oakland.



Here is the newest structure for Dave's expansion of the Apache Railway scene. This Walther's Kraft Plant is the last of 3 buildings for the Apache Paper Mill. The first two were seen in the last of issue of *"The SouthErneR."*



The largest club in the division is the Knoxville Area Model Railroaders so here is an update on their activities from club member Dick Brion.

This year, the Knoxville Area Model Railroaders (KAMR) has 66 members, 11 of whom are youth. We re-engaged our open house for Children's Museum of Oak Ridge (CMOR) visitors in May and re-started our operating sessions for all divisions on August 1. In May, KAMR hosted the *Secret City Train Show* where we had a robust turnout after a long absence of this favorite activity. We must still operate under renewed COVID-19 guidelines. Thankfully, no members have been afflicted with the virus, which is a testament to the sanitary procedures put into effect by CMOR and KAMR administrators.

Our club structure is divided into three divisions, HO, N/Z, and LG (Large) scales. The LG division consists of G, O, and American Flyer scales. We currently maintain and operate layouts in each of the mentioned scales. During our every 3rd Sunday open house, it can become quite busy with trains running and CMOR guests moving through our club areas.

The HO Division of KAMR continues in its layout renovations. The layout will represent a free-lanced north-south railroad owned by the Southern RR with great liberties taken with history and geography. The renovation

will incorporate the club's long-standing acronym "KAMR" into a new name for the HO scale division layout: "**K**noxville, **A**tanta & **M**obile **R**ailroad," which describes the general region of the country it serves. The intention is to paint and letter locomotives and house cars with this name.

We have built new benchwork for 3 of the 4 planned peninsulas, one of which has been nearly completed with scenery, and on another peninsula's scenery is well under way. A second level will eventually be built for 3 of the 4 peninsulas. The two-track mainline has been installed on the lower level and powered so that run sessions and operations can occur, although at a reduced capacity at this time. When finally completed the new layout will have approximately 2,300 ft of track, 750 ft for mainlines and the rest for yards, major industries and other rail customers that are planned.



Construction of Knoxville yard throat, turntable & roundhouse (*left & top right*). 3rd peninsula main & industrial area (*bottom right*).



Spring Hill area at end of 3rd peninsula (*left*) and granary to support large Coors Brewery to be built in open space by blue view block (*right*).

The N/Z division maintains and operates 3 layouts. The main N-scale layout has a footprint of around 18 feet by 32 feet. This layout originated as an N-Trak modular layout but has morphed from 3-track mains to two-track

mains and was converted from DC to DCC. We continue to update scenery and tracks if needed to handle traffic at new industries. We've started adding operating crossing gates complete with lights/bells on some of our grade crossings. Our Thursday gatherings are mostly focused on these upgrades along with engine testing.



First train run on new layout by member Matthew Manis.

For operating sessions one main is for east bound out and back traffic and the other for west bound out and back traffic. Turning engines, especially steam, is accomplished using our turntable or the 'Y' track depending on which main you are on. We use a modified card system for routing cars to/from clients. During open houses both mains are used for continuous roundy-roundy running.



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A panorama shot of the N/Z Scale club room. The traveling layout can be seen in the upper center next to the book case. The z-scale layout is visible in the upper left corner. A bit of the viewing windows for CMOR visitors can be seen on the right upper edge of the photo.

to operate either with its own DCC system or with the main layout DCC system. Whenever possible, we take the traveling layout to train shows or other exhibitions as an ‘ambassador’ of our club. The design, construction, and detailing of this layout was featured in the November-December, 2019 issue of N Scale Railroading.



A log train heading for the mill (left). A local little league game in progress (right). Our traveling N-scale

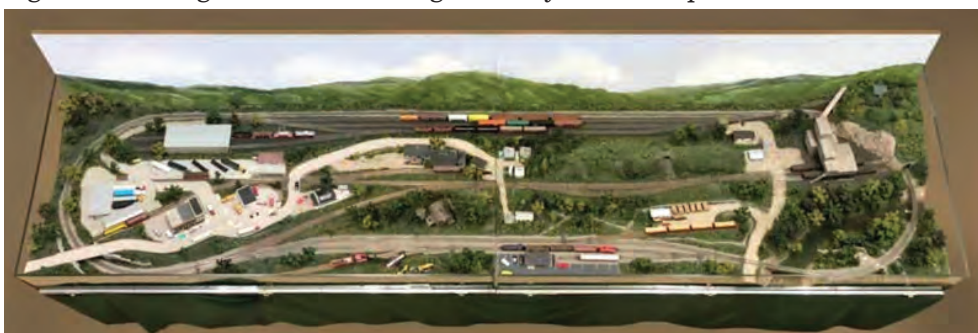
layout (below) consists of two modules with a total length of 10’x6” by 2’x8”. The modules will clamshell together forming a box for traveling. This layout is setup



Worker having a lunch break at the local store.



Local tavern advertising a TN attraction.





The z-scale layout shown above, is approximately 6' by 3'. This layout is primarily used as a showcase of this scale. The layout and the rolling stock were a donation to the club and maintained by the N/Z division members. It's always interesting when visitors comment on how small N-scale is then we point them over to the Z-scale trains.

The large scale division has three layouts. Two are indoors and the third is our garden G-scale layout. The O-gauge and American Flyer layouts are built as a two-tier setup and share a room with the HO layout. These layouts are



primarily to showcase these scales. The top shelf O-gauge consists of three loops with one being elevated. Both layouts are operated during open houses using remote control throttles.



The lower deck showcases an American Flyer layout. The landscaping represents a snow covered scene especially for the holiday season. This layout consists of two loops with passing sidings.

The G-scale garden layout is in a fenced outdoor area next to the KAMRI club rooms. This layout shares the space with a caboose donated by the Norfolk Southern Railroad.

The layout consists of three loops, tunnels, bridges, and a water feature. During open houses and weather permitting we run trains on this layout. Our club has occasionally decorated the caboose and layout during the holiday season and run trains in the evenings when weather permits.

KAMRI club rooms are only open once a month for CMOR visitors or other museum events. However, our club built an HO layout that is open to the museum at all times.

The trains are automatically activated when a visitor enters the area. The layout consists of three loops with a number of sidings.

Various scenes have automation and sounds are activated visitors by pushing buttons.

The front area is an engine cab that the kid can climb up inside to man a throttle and horn control sound effects. It also gives them an overhead view of the layout that extends behind the cab. [SER](#)





Division 13 - Cherokee

Mark McAllister ~ mlmcallister@gmail.com

Although weekly meetings have returned to virtual format for the time being, the Chattanooga Modular Modelers report that their new expansion, Coon-Miller Multipurpose Building, has approximately 30 brand new seats for future meetings and training sessions, thanks to generous donations of their members.



The Tennessee Valley Model Railroads continue with layout construction at the Tennessee Valley Railroad Museum (TVRM). After being shutdown for several months,

members are hard at work building scenery and wiring. Testing of the various districts is underway and plans are to have limited operations soon.

TVRM is celebrating their 60th anniversary on two upcoming weekends, October 16-17 and 23-24, with steam locomotives 630 and 4501 operating excursions, as well as special displays, blacksmith exhibitions, and WWII reenactments. SCALETRAINS.COM and Chattanooga Modular Model Railroaders will be there. The model railroad layout under construction is planned to be open for viewing and will be hosted by TVRM. More info can be found at: www.tvrail.com/train-rides/60th-anniversary.

TVA was the original owner of FM H-16-66 serial number 16L1157, which shuttled coal nearly every day from L&N/SCL/CSX into Gallatin Fossil plant from 1958 until 1997. TVA has recently donated this Baby Trainmaster to TVRM. This rare locomotive is the only one left in the US (the only other one is privately owned in Canada). It was recently partially disassembled, loaded onto special



flatbed(s) for transport via I-40 and I-75 to TVRM, reassembled in Chattanooga, then towed by TVRM GP38-2 5000 several miles to TVRM's Soule Shops. TVRM plans to display it during the 60th anniversary celebration. More info about this locomotive can be found at: <https://www.tva.com/newsroom/articles/rail-museum-to-preserve-rare-locomotive-from-tva>

submitted by Brian Ford for Mark McAllister SER

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Division 15 - Carolina Mountain

Paul Spilman - paul@spilman.me

The Carolina Mountain Division is getting back into the swing of things after more than

a year of only meeting virtually. Our July meeting was held in person on the 17th with good attendance. Right as COVID-19 hit, we had outgrown our previous meeting room and we had started a search for a new home.

We decided to try out the meeting room at the Skyland / South Buncombe Library, were very happy with the location and chose to continue to meet there going forward. This location may also prove to be a membership tool as we had many inquisitive glances through the doors and one person stopped and asked about us. We plan on setting up our train show banner by the door at future meetings to invite people in.

Our next meeting will be held at 10:30am on October 9 at the Skyland / South Buncombe Library located at 260 Overlook Road, Asheville, NC. Please note that this is not our usual 3rd Saturday due to scheduling conflicts.

We were also excited to see Division Superintendent Bill Raymond step up into the role of SER VP in May. We know that he will continue to faithfully serve the Region as he has done the Division for many years. Paul Spilman volunteered to serve out the remainder of Bill's term as Division Superintendent and was approved by the members.

Remember to check out the Division's Facebook Group at: www.facebook.com/groups/CarolinaMountainDiv

We look forward to seeing everyone at the SER Convention in Greenville in September! SER



Division 16 - Plateau

Tom Shallcross ~ chipmonk4@comcast.net

It is time for members, both new and old, to step up and help lead the Club into the future. The Board of Directors is comprised of seven positions, all of which may or will be needing

bodies to fill them. The CMRC is YOUR Club and all members deserve an opportunity to help make it better.

It appears that we could have a totally new board with current board members possibly changing duties. However, we need a new President, Vice President, Treasurer, Secretary, Scheduler and possibly all three Director positions. That means that all members should consider stepping up and help run the club. New blood with new ideas dedicating to working with the members as we go through these significant attempts to find replacements for some very important positions.

Donation

In February, we received a donation of a G scale set. It was plastic, pink and white and cute for a little girl. I figured, who would buy this especially after Christmas, so I set it aside. You probably saw it sitting on the floor by the G scale wall.

On Tuesday (7/6/21), when Jim and I were running trains (I thought it would be a slow day because this was our first Tuesday being open), I said to Jim that today we are going to take out that engine and see if it works. A little bit later, he got it out and was bringing it to me (I was standing near the counter), and he said, "you know that this is battery operated," so I said we should take it home and try it out there.

A lady and her 2 small children (girl probably 6 and a boy 4) said, "Look at the cute engine. Would you like to have

something like that?" Well, Jim had already turned around to put it back in the box. When he got back to the counter area where I was, I said, "Why don't we just give it to this little girl?" which we did. Jim did ask the lady if it was OK before we gave it to girl. You should have seen the smile on her face.

After looking around the suite for a while, they left with the little girl carrying this large but light box. Her little brother decided that he should help and the two of them carried it to the car with big smiles on their faces. Another Happy Family!

Ann Grogitsky

SER



The Business of Railroading

by Tom Schultz
Steel City Division

Canadian National and Kansas City Southern to Merge

Editor's Note: On August 31, the United States Surface Transportation Board unanimously rejected the CN-Kansas City Southern voting trust, effectively killing the merger between CN and KCS. This opens the door for Canadian Pacific to re-engage with KCS, albeit with a sweetened offer. The basics for the rejection appears to be competitive overlap in CN and KCS's networks. They operate parallel lines through the central portion of the United States and compete for north-south traffic on these lines, particularly where KCS's network parallels the section of CN's network that CN acquired from Illinois Central in 1999.

The major railroading business event so far this year is the proposed merger between the CN and Kansas City Southern railroads with the CN being the surviving and controlling entity. From a financial perspective the proposed merger is anticipated to be accretive to CN's Adjusted Diluted EPS in the first full year following CN assuming control of KCS. Expected EBITDA synergies are approach \$1 billion annually, with a significant proportion expected from converting truck traffic busy interstates and highways for better fuel efficiency at a lower cost.

CN's \$33.7 billion cash and stock offer to acquire KCS comes less than a month after KCS and Canadian Pacific said CP was seeking to acquire KCS for \$29 billion. The new CP-KCS railroad, pending regulatory and shareholder approval, would be named "CPKC."

Under the terms of the agreement, which was unanimously approved by the Board of Directors of each company, KCS shareholders will receive \$325 per common share based on CN's May 13, 2021 offer, which implies a total enterprise value of \$33.6 billion, including the assumption of approximately \$3.8 billion of KCS debt.

KCS shareholders will receive \$200 in cash and 1.129 shares of CN common stock for each KCS common share, with KCS shareholders expected to own 12.6% of the combined company. This represents an implied premium of 45% when compared to KCS' unaffected closing stock price on March 19, 2021. KCS' preferred shareholders will receive \$37.50 in cash for each preferred share.

Why do this deal?

Besides the projected accretive financial results:

1. It allows these two railroads to grow by connecting North America's industrial corridor to create new options for shippers and new revenues for the combined company. It helps realize the many benefits of the USMCA, bringing it to life in a meaningful way. The USMCA is the Agreement between the United States of American, the United Mexican States and Canada. It is a free trade agreement among the three countries and updates and replaces the North American Free Trade Agreement (NAFTA).
2. It brings together highly complementary rail networks to benefit customers. The new network is ideally positioned to support the growth of an emerging consumption-based economy through better service options and customer choice.
3. It enhances competition by creating an express route that connects U.S., Mexico and Canada with a seamless single-owner, single-operator service, and preserves access to all existing gateways to enhance route choices and ensure robust price competition.
4. It delivers significant value to KCS shareholders with a 45% implied premium to them as well as participation in the significant upside of the combined company.
5. CN currently estimates that the combination would result in EBITDA synergies approaching \$1 billion annually with the vast majority of synergies coming from additional revenue opportunities.
6. The merger will accelerate innova-

tion as the shared cultural values of the two companies including safety, service and environmental stewardship would result in an acceleration of innovation and investment as CN brings its safety technology and fuel efficiency to the KCS network.

7. The merger will demonstrably benefit the environment by converting significant volumes of truck traffic onto rails and deliver better fuel efficiency at lower cost. CN believes it has the ability to remove more than 300 trucks from the road with every additional freight train.

Because trains are 4 to 5 times more fuel efficient than trucks, the combined company will also have an opportunity to realize a 75% reduction in greenhouse gas emissions, resulting in cleaner air for local communities along CN's line. Traffic congestion will also be reduced in these regions.

Financing

The cash portion of the consideration will be funded through a combination of cash-on-hand and approximately \$19 billion of new debt.

The transaction is subject to regulatory approvals from the Surface Transportation Board and the Federal Economic Competition Commission and Federal Telecommunications Institute in Mexico.

The transaction is also subject to the approval of the shareholders of both companies. The transaction is expected to close in the second half of 2022.

Modernizing A Big Boy

It appears that the revitalized Union Pacific Big Boy No 4014 has joined the modern era in the sense that the U.P. has equipped this legendary steam locomotive with positive train control (PTC).

In January, a new design approach emerged to enable U.P. to achieve its goal of equipping the 80 year old locomotive with PTC, one of the industry's newest technologies. PTC is designed to automatically stop a train before an accident occurs.

According to *Progressive Railroading* the U.P. began discussing the idea of applying PTC to the unit in 2016 but there was not a clear, feasible technical path to achieving it. The new design approach is based on the PTC onboard computer of a trailing diesel locomotive. Solutions were engineered to address placement and powering of the PTC display unit in the Big Boy's cab; communications between the PTC display unit and PTC computer in the trailing locomotive, and interconnection of the brake systems on the 4014 and the trailing locomotive.

U.P. also plans on adding the technology to the U.P. steam locomotive No. 844.

Source: *Union Pacific*

Covid -19 and the Railroad Response

Northwestern University's Transportation Center has published a research study on the impact of Covid-19 on U.S. railroads.

The U.S. freight industry had a challenging time for the past 18 months due to the rapid onset of the Covid-19 pandemic in March 2020. Manufacturing slowed, consumer purchasing patterns changed, and for many, shopping moved online. The freight industry suffered a sharp decline in shipments, followed by a surprisingly quick rise. The movement of goods by freight rail had to quickly adapt to meet dynamically changing demand and volatile supply patterns.

Despite this disruption, freight rail showed a great deal of resilience and reliability. The report addresses how the rail industry met the challenge of this whiplash in demand, explores impediments to performance during this period and looks beyond the crisis towards the future for the rail sector.

The researchers conducted an analysis of shipment data, supplemented with qualitative insights from leading railroads, intermodal (IM) carriers, equipment manufacturers, car leasing companies, shippers and e-commerce players to inform the report. Their findings and conclusions illustrate the inherent value of the freight rail industry to logistics and transportation in the U.S.

The study identifies a number of choke points including congestion at West Coast ports and terminals nationwide, driven by both physical capacity and labor shortages, alongside inefficiencies in the chassis market. While these contributed to an already challenging environment, ultimately, freight rail kept goods moving when other methods of transport were constrained.

Overall, commodities traditionally carried by freight rail suffered varying fates in 2020. Some products were negatively affected, including energy-related commodities such as coal, petroleum and petroleum products, frac sand), while demand for others grew or rebounded during the pandemic, including grain products and intermodal, respectively.

Freight rail experienced a rapid rebound following the precipitous drop in traffic in March and April 2020, achieving a near-full recovery in five months as the rail industry adapted to keep goods moving despite the challenges created by logistical choke points.

As the recovery proceeded through the rest of 2020, the flow of IM traffic, containers moving by rail for the longest legs of their overland trips, rebounded strongly, some exceeding volumes in the same week of 2019 and 2018 which was a record year.

This explosion in IM rail shipments was driven by shifts in consumer spending from experiences such as theaters and restaurants to in-home products, the accelerated growth in e-commerce through large retailers, and tightening capacity in trucking, which is more dependent on labor availability than rail.

The principal IM flows are from ports and manufacturing centers to inland distribution centers, but some moves go through intermediate and transload terminals, where goods are shifted from marine to domestic containers. IM logistics are complicated because of the multiplicity of entities that must collaborate to facilitate the flows: maritime carriers, ports and port operators, suppliers of chassis trailers that carry containers by truck, truckers, warehouse operators, retailers and the railroads.

Data indicates that demand rebound-

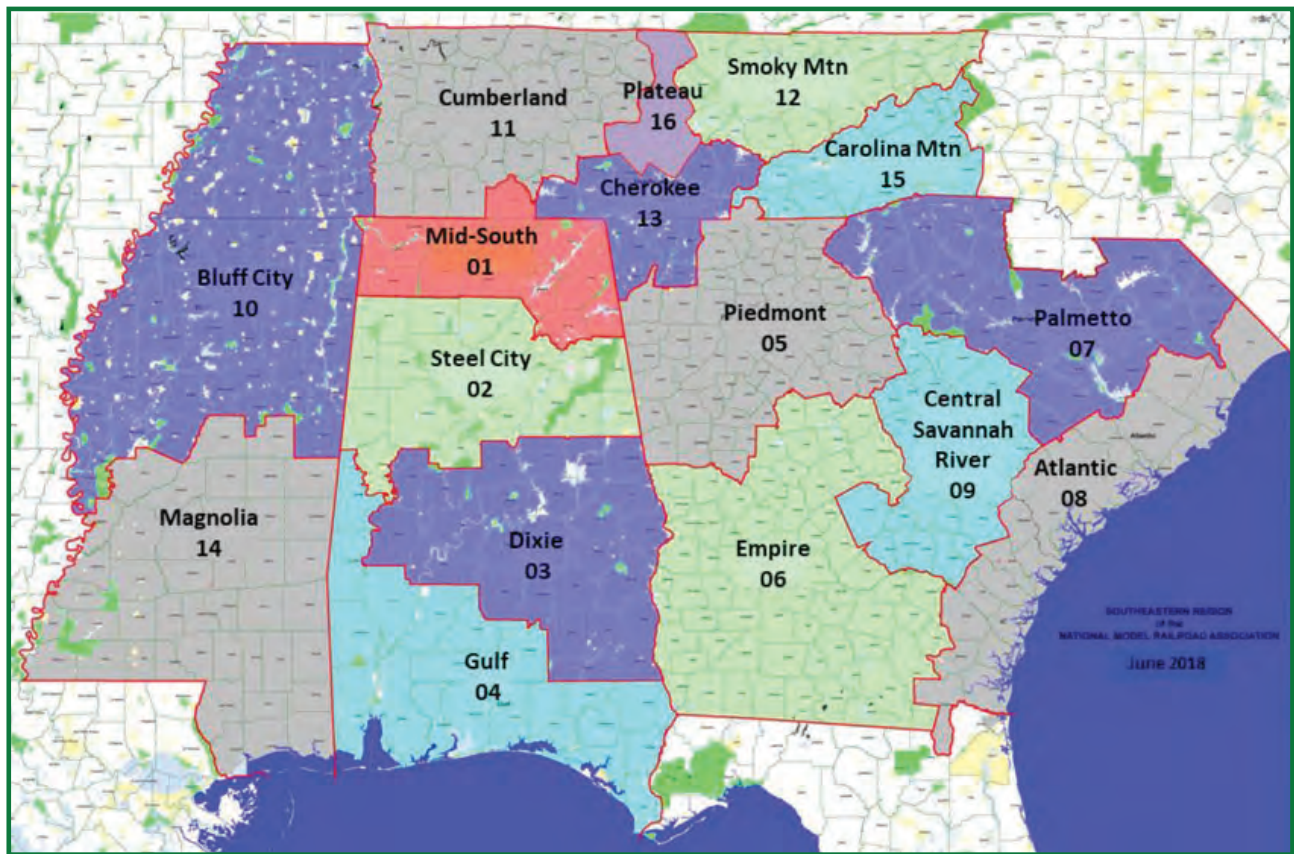
ed quickly, a marked difference from the years-long recovery coming out of the Great Recession. Throughout 2020, rail's advantage was rooted in the capacity and cost efficiency that it brings to e-commerce. Intermodal volume increase was significant. It was driven in part by the rise of e-commerce, a tight trucking market, and shifts in consumer spending. Intermodal traffic emerged as a major growth driver during the pandemic, exceeding 2019 and 2018 (which were records) volume levels in Q3 and Q4 of 2020.

Findings to date suggest that a majority of customers who pivoted to e-commerce in 2020 will likely continue using it in the years to come, driven both by convenience and price. The rise of e-commerce will hold the freight rail industry's performance to a high standard moving forward. The market commands both high prices and high performance, and large retail customers have the market power to obtain high service levels from the railroads. Some industry players view rail performance – speed and reliability - as more important for attracting and retaining customers than price competition.

Implications for the future of freight rail service primarily focus on additional operational changes and technology like Positive Train Control that can further streamline the freight rail network and build transparency with customers. The realization of Precision Scheduled Railroading, the use of Internet of Things technologies to track shipments and support management.

The findings and conclusions of this report indicate that bulk markets are a secure core rail business. There is great promise in IM traffic. The railroads are at the core of the nation's supply chains. The railroads need to work with the public sector to facilitate the development of inland terminal capacity to better support regional commerce and economic development. There are opportunities for collaborations in port and terminal developments to increase capacity. Railroads need to continue to their efforts to improve safety, performance and service delivery.

Source: *Northwestern University* [SER](https://www.ser-nmra.org)



OFFICERS

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

Vice-President: Bill Raymond; 828-513-5051; trainman@morrisbb.net
3001 Hickory Nut Trl, Hendersonville NC 28739-7804

Secretary: Walt Liles; 678-896-6311; wiles.crrman@gmail.com
4388 Brandon Cv NE, Marietta GA 30066-2106

Treasurer: Mark McAllister; 423-653-7487; mlmcallister@gmail.com
3518 Connelly Ln, Chattanooga, TN 37412-1608

COMMITTEE CHAIRMEN

AP Program: Randall Watson, 770-831-5736; randallvwatson1@bellsouth.net
730 Morning Creek Ln, Suwanee GA 30024-7052

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

Conventions: Larry Burkholder, 865-408-9903; labbtexan@chartertn.net
206 Coyatee View, Loudon TN 37774-2172

Editor: Ed Juaire, 423-598-9925; SouthErner@ejpj.com
782 Jays Way, Ringgold GA 30736-8954

Education: Chuck Higdon, 732-278-1646; vze5crrw1@outlook.com
189 Foxtrot LN, Jasper, TN 37347-1729

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, 803-594-5079; prevettejs@gmail.com
356 Ashley Ct, Graniteville SC 29829-3940

Video Conference: Eric Hansmann; 304-376-0256; eric@hansmanns.org
3011 Regency Park Dr, Murfreesboro, TN 37129-5203

Webmaster: Rod Preston, 865-691-0260; rbpreston1@gmail.com
1700 Gray Oaks Ln, Knoxville TN 37932-1600

DIRECTORS

Exec. Advisor: Larry Burkholder, 865-408-9903; labbtexan@chartertn.net
206 Coyatee View, Loudon TN 37774-2172

Director (2022): Ken Mattern, 256-694-5459; kjmat@hotmail.com
9729 Wallwood Dr SE, Huntsville AL 35803-1763

Director (2022): Randall Watson, 770-831-5736; randallvwatson1@bellsouth.net
730 Morning Creek Ln, Suwanee GA 30024-7052

Director (2023): Brian Ford, 423-297-1920; briantford@aol.com
1208 Laurelwood Dr, Chattanooga TN 37412-1920

Director (2023): John Stevens, 678-873-3770; sneveys4@bellsouth.net
175 Roscommon Ct, Tyrone, GA 30290-1881

DIVISIONS

Atlantic (8) Rick Fulkerson; 702-374-4405; Rick@mountaingoatbroadcast.com
1000 Bonieta Harrold Dr Apt 6107, Charleston, SC 29414-5169

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

Carolina Mtn (15) Paul Spilman; 828-513-5051; paul@spilman.me
22 Royal Rdg, Clyde NC 28721-8228

Central Savannah River (9) Andy Chandler; 706-495-5302; andy.chandler71@gmail.com
3538 Evans To Locks Rd, Augusta GA 30907-3366

Cherokee (13) Mark McAllister, 423-653-7487; mlmcallister@gmail.com
3518 Connelly Ln, Chattanooga, TN 37412-1608

Cumberland (11) Eric Hansmann; 304-376-0256; eric@hansmanns.org
3011 Regency Park Dr, Murfreesboro, TN 37129-5203

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

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

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

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

Mid-South (1) Jim Norris; 256-584-6527; jnnorris2@charter.net
2308 Jade Pointe Dr SE, Decatur AL 35603-5230

Palmetto (7) Ken Majchrzak; 864-335-9096; kemajchrzak@gmail.com
520 Wagon Trl, Simpsonville SC 29681-3916

Piedmont (5) Perry Lamb; 770-218-9744; perry_lamb@mindspring.com
4034 Palisades Main NW, Kennesaw GA 30144-7343

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

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

Steel City (2) Whit Fancher; 205-746-0007; crownlandscapeservices@gmail.com
PO Box 660681, Vestavia AL 35266-0681

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 MRRRC, 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

Carolina Mountain - Division 15

Apple Valley Model Railroad Club, Hendersonville, NC
 Located in Hendersonville Station; www.avmrc.com
French Broad e'N'pire NTRAK Club, Hendersonville, NC
 Chuck Place, 828-685-2726; hmp3@blueidge.net; www.fdr-ntrak.com
Waynesville Area Rail Roaders
 Waynesville, NC; www.facebook.com/WARRNC
Western North Carolina Model Railroaders; email: webmaster@wncmrr.org

Central Savannah River - Division 9

OFRRRA Operators, Tuesday nights, Aiken SC, Steve Prevette, 803-594-5079

Cumberland - Division 11

Dixie Model Railroad Club, 2101 Belmont Blvd, Nashville, TN 37212
 Eric Hansmann, 304-376-0256; eric@hansmanns.org
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
Nashden 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.tcr.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

Flint River Model RR Club, Albany, GA, Jimmy Swinn, 229-883-3517
MGMRC - Middle Georgia Model RR Club, Warner Robins, GA
 Bill Attaway, 478-954-9200; mgmrc@cox.net; www.mgmrc.org
MGRA - Middle Georgia RR Association, Bill Jones
wjones845@aol.com; middlegeorgiarailroadassociation.com
South Georgia Model RR Club, Hahira, GA, (Near Valdosta)
 Todd Tait, 229-548-3611

Cherokee Division 13

Chattanooga Society of Model Engineers, Dunlap, TN
 Andy Morrison, 423-344-8502; www.csme-epr.com
Chattanooga Modular Modelers, Inc. meet Monday & Thursday at 6:30 pm
 Mark McAllister, 423-424-0352; www.chattmodmod.org
Tennessee Valley Model Railroaders, Inc., Chattanooga, TN
 Steve Crowe, 423-443-1517; www.TVMRI.org

Gulf - Division 4

Caboose Club, Foley Railroad Museum, 125 E Laurel Ave, Foley, AL 36535
 Bonnie Donaldson, 251-943-1818; foleymuseum@gulfnet.com
CATT - Costal Alabama T-TRAK, Bruce Arbo, 228-669-6705
coastalalabamatrak@gmail.com; www.national-traklayout.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
 2nd Saturday of the month @ 1 p.m.; Gasamuel@aol.com
Miracle Strip Model RR Club, Shalimar, FL
 Ray Follacchio, 850-865-8822
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 - Joshua Murrah, 251-533-6481

Southwest Alabama Railroad Modelers (SWARM), Mobile, AL
 Glenn Samuel, 205-914-0693; Gasamuel@aol.com
 Monthly round robin meetings or event - contact for details.
West Florida Model Railroad Club, Milton, FL
 Tom Augustine, 850-944-0471; www.wfrm.org

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.rmrc.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
 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, 678-982-4699
Athens Bend Track Railroad Club
 Peter Wood, 706-215-3313; www.facebook.com/AthensBendTrack
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
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; casadieago86@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.crossvilletrainsof.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 MRRRC, 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; Whit Francher; 205-746-0007
Steel City Shifters Operating Group, jstew@bhamrails.info

The SouthErneR

Southeastern Region, NMRA

782 Jays Way

Ringgold GA 30736-8954

A scene from Peter Youngblood's Santa Fe Railway
Colorado and Albuquerque Divisions

