



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



# *The* **SOUTHERNER**



Volume 46, Number 3.5

[www.ser-nmra.org](http://www.ser-nmra.org)

Summer 2005



## INSIDE THIS ISSUE:

- SSSM RR Layout Proposal
- Marble Plant at Nelson, GA
- A day on UP's Sherman Hill
- Railfanning the GNRR
- The Southeastern RR Museum
- A day in Chicago - 1954



# The *SOUTH*ERNER



## WAYBILL

Volume 46, Number 3.5



Summer—2005

### Features:

<i>The Sudbury &amp; Sault Ste. Marie Layout Proposal</i> .....	5
<i>Boy Scout Merit Badges at the Southeastern Railway Museum</i> .....	9
<i>Howard Goodwin's Great Cypress Lines</i> .....	16
<i>Railfanning the Georgia Northeastern</i> .....	18
<i>Nelson, GA Marble Plant</i> .....	24
<i>Board of Director's Report</i> .....	36
<i>Lenny Polinsky's G-Scale Garden Layout</i> .....	38
<i>Annual Business Meeting</i> .....	39
<i>1954 Chicago Passenger Train Photos</i> .....	40
<i>Kalmbach Memorial Library – A Primer</i> .....	42
<i>Sherman Hill 1997</i> .....	44

### Departments:

<i>Recent Achievement Program Recipients</i> .....	4
<i>President's Car, G&amp;W, Registrar Reports</i> .....	45
<i>Education Reports</i> .....	46
<i>Convention Report &amp; VP's Keyboard</i> .....	47
<i>AP and Treasurer's Reports</i> .....	48
<i>The Club Car</i> .....	49
<i>Division News</i> .....	50
<i>Upcoming Events Calendar</i> .....	57

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

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### Deadlines For Submission

**Fall 2005 (Oct) - Sept. 1, 2005**  
Winter 2006 (Jan) - Dec. 1, 2005  
Spring 2006 (Apr) - Mar. 1, 2006  
Summer 2006 (Jul) - June 1, 2006

The SouthErner is mailed to all members of the Southeastern Region who have paid their membership dues of \$10.00 annually. Material for publication is welcomed! Please send materials to the proper Assistant Editor.

All submissions become the property of the SouthErner unless otherwise contracted. Please do not send previously printed materials.

**ON THE FRONT COVER:** Tom Corchado took this dramatic shot of CNW #8518 one fine day in 1997 while he was touring the UP mainline on Sherman Hill in Wyoming.

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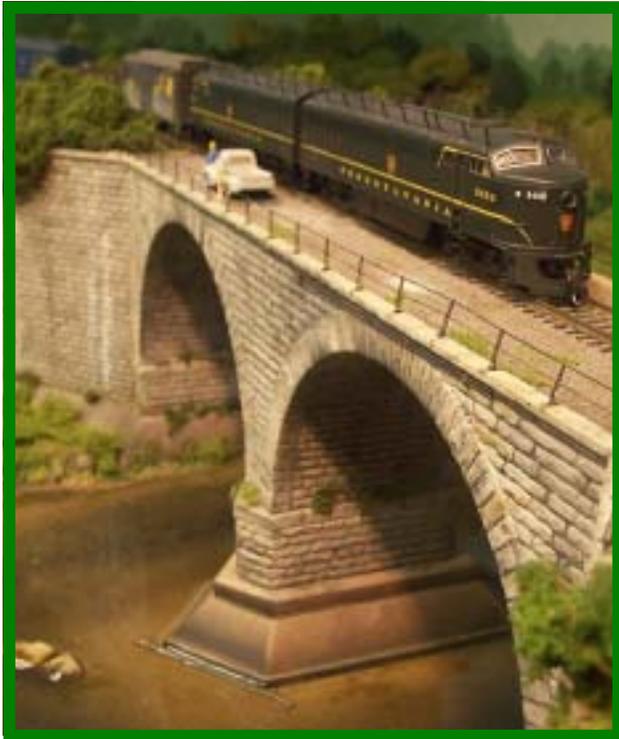
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Golden Spike

Russel Childs

George Bloodworth\*

# The Sudbury and Sault Ste. Marie Railroad Layout Proposal

By Scott Perry Rev 04/24/05

A friend on mine in the NCI operating club asked a few of us for ideas for his new railroad. While this plan may not be the one he picks, it was a great chance for me to try my hand at a smaller railroad that is focused on operations. It is small enough to fit in a garage, small basement, or a larger bedroom.

**Theme:** The layout represents the real Canadian Pacific rail line between the division point of Sudbury and the port city of Sault Saint Marie. The area is known for having been struck billions of years ago by a meteor and is rich in minerals. The overall theme of the railroad is taking north/south bound CP traffic from the Sudbury intersection along with nickel through Thunder Bay and on to Sault Ste. Marie where paper products, steel and scrap iron are made or processed.

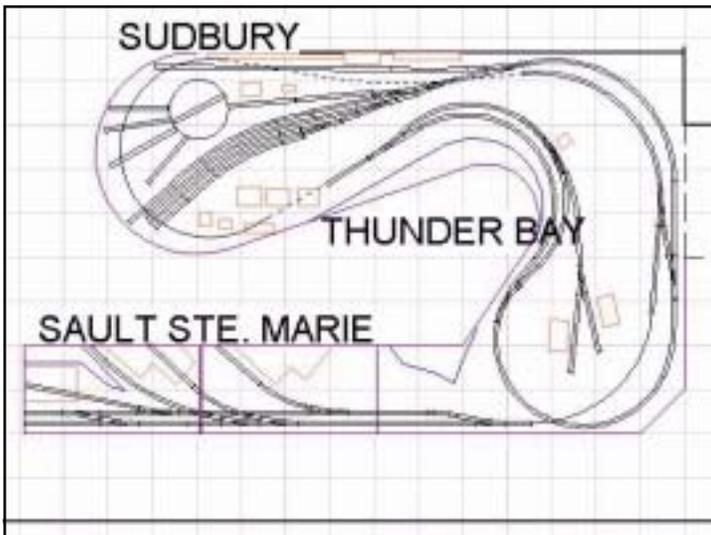
**Design:** Layout is a point to point design, originating at a yard (Sudbury) and ending at

the port city of SSM. There is a cut over for continuous running or for "double lapping" the loop to extend the main line. There is a passing siding at Thunder Bay for operations interest. The city of SSM is a module set of standard NMRA 2 x 4 modules that can be taken down for relocation and for close-up detailing of the thriving port.

**Cities:** Sudbury is the home of CP's B&B shops, and is also the home of a very large nickel processing company. There is a lot of interchange traffic and industrial traffic here. Thunder Bay has many Great Lakes type facilities, so you can add industries here. Sault Saint Marie is a very busy port city that is home to several other railroads, paper mills, steel mills, scrap iron works and other ship and barge traffic. Industry selection should be complimentary to moving traffic between the companies.

**Overview:** This is a proposal to develop a small HO scale model railroad based on a Canadian prototype.

1. **Name:** Sudbury and Sault Ste. Marie Railroad
2. **Location:** Canada, on the Great Lakes
3. **Based On:** Real Canadian Pacific trackage between Sudbury (division point) and Sault (Soo) Saint Marie, a thriving port.
4. **Period:** 1950's (steam and 1<sup>st</sup>/2<sup>nd</sup> generation diesel)
5. **Rolling Stock:** limited to 50 foot
6. **Scenery:** Rolling hills and lake
7. **Construction:** Two standard NMRA modules, rest is open grid
8. **Space:** limited to area indicated by original prospectus
9. **Minimum radius:** 24"
10. **Minimum turnouts:** #6 (#5 on modules)
11. **Operations:** switching possibilities, yard classification, mainline running
12. **Track plan:** point to point with continuous running switchover
13. **Length of train:** 12 cars
14. **Height:** any height, track elevation varies only 6"
15. **Grades:** grade changes slight, as in prototype, with no more than 2% rise
16. **Design:** track work is not symmetrical except on module.



*The first SSSM layout, prior to revisions.*

**Operation:** The layout is designed for three operators; the Sudbury Yardmaster, the Mainline Engineer, and the Port Yardmaster. The Sudbury Yardmaster is the Hostler, handles interchange traffic with the north/south CP line, and stages traffic for Thunder Bay and Sault St. Marie. The Mainline Engineer makes the run between towns, and handles switching duties at the mine in Thunder Bay. The Port Yardmaster handles the moves near the waterfront. A simple car-card system would work well here.

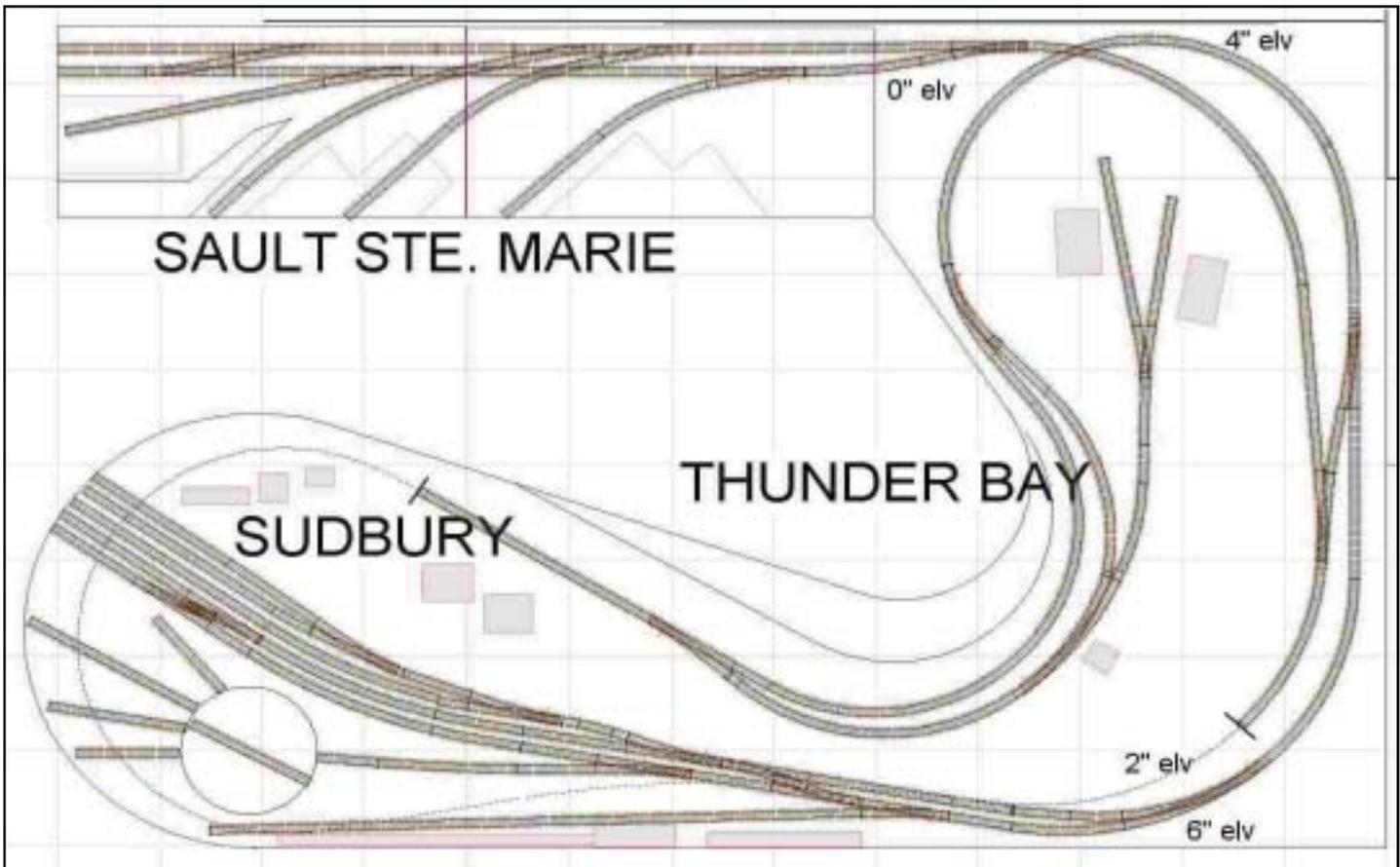
**Layout Criteria:** This layout design has an interesting and very prototypical name. For a 1950's layout you can run late steam and first (stretch second) generation diesel power. Running 60' railcars may be a stretch as they will look odd on the 24" curves, but might be acceptable. The layout has room for many structures and kits, but will need a nickel factory, a mine, a scrap steel yard, a paper mill building and other small industries. Hand-laying track will be easy on most of the layout, as it is all readily accessible with the exception of the yard throat trackage. Scenery can exactly duplicate the rolling hills of the area, and the waterfront. Thunder Bay can be an interesting water scene. Two 2x4 modules can be a focal point of the railroad. I put the highly detailed scenes here as these can be the showpiece of the layout and can be removed. This layout fits in the space provided in the original documents, but uses the wall with the display cabinet instead of the long

wall. It does not block traffic and doesn't use duck-unders.

**Wants (essential):** 24" radius was held, and #6 turnouts were used everywhere except in the port city, where I used #5's. This is a switching district and won't see large locomotives anyway. There can be endless switching chores, and the necessity to cross the main tracks requires a keen eye, yet is prototypical to wharfs and docks. The main loop allows for running fairly long trains for such a small layout, but will have to be split in two for yard processing. There are three banks of sweeping curves on the layout, all of which can be photogenic. Only one major curve is hidden and most track is visible. Since this is not a very vertical layout (track only varies 6" from lowest point to highest point) I recommend a higher level bench of around 50". This layout takes advantage of the room without blocking it or making the benchwork too deep. Duck-unders are not allowed, and you must be able to walk from one side of the layout to the other without obstacles.

**Wishes (optional):** I could not work in the 30" curves without really compromising the room. Anything bigger than 24" makes a donut shaped layout, which is hard to run and to work on. Double tracking the mainline is just too much track for such a limited space, but the use of a long passing siding and double leads in both cities make it very close. With some squeezing you might could double track the main. There are grade and elevation changes, but none so severe that it will hamper the operation of large or poorly performing locomotives. A 2% ruling grade covers the whole layout. NMRA modular standards can be followed, and you can have two 2x4's or one 2x8, or more. There is nothing symmetrical on this layout at all, and the run is very interesting to the eye. I hope it is not a problem, but I used the model shelf wall instead of the long wall. Makes it easier to move around the room and allows the operator for the port more access.

**Modules:** The idea of adding module capability is excellent. The good thing is you can



### ***SSSM Layout - Final Plan - 1 Foot Squares.***

move the modules out and add new modules depending on what kind of traffic you want to run. This railroad is the same that runs the Algoma scenic railroad, and you could build a six foot module with a station for running excursion traffic. Modules can be stored over the layout on shelf racks.

**Revisions:** There were a few issues with the first plan, so after several days of debugging, I came up with the final plan for presentation. Here is a summary of the changes.

1. The loop at Sudbury was two wide and would interfere with the couch. Also, you could not easily access the industries along the wall or the turnouts at the throat of the yard. This is where CAD systems really become handy! I flipped the layout end over end. Then I shortened the Sault Ste. Marie area by two feet so that the modules don't interfere with human traffic. This allows an operator for Sudbury to be in the aisle against the long wall. It will also make hand-laying turnouts much easier.

2. Yard tracks were not laid out so that there was a good yard lead and a way for the in-bound locomotive to escape. The yard was re-designed to make room for these and a few other extras. The CAD system doesn't easily allow for a hand-laid yard, so the short yard track would actually be longer than drawn.

3. I move the continuous run crossover slightly toward the yard so that there would be a little less grade down to the docks. The grade is hidden in a tunnel so that it won't look unnatural.

4. There is still one problem with the dock tracks in Sault Ste. Marie, and that will have to be fixed during construction. There is one crossing that lies right on the edge of the two modules and will need to be relocated. The turnouts on the main track can be tighter and move this slightly back toward right, giving it clearance.

**Other Options:** Some other options that can be considered for this plan are more industry

trackage in the Sudbury area. Also, there is a possibility to double-track the mainline, however the inner curves would be at a 20" radius and smaller locomotives would be required. Hidden staging room is available under Sudbury and under Thunder Bay. Sault Ste. Marie could be extended and move out of the way when not in use. For smoother grades you could remove the continuous run crossover. The modules at Sault Ste. Marie could be replaced with more modules including different industries.

**Conclusion:** This has been an excellent exercise in designing a smaller operating layout. Anyone can design a basement sized layout, but to build an interesting, yet functional small layout takes much more effort. The Sudbury and Sault Ste. Marie should offer many hours of construction and operation fun. This layout would be easily built with Walthers track and simple open-grid benchwork construction. The port city could offer you many hours of detailing fun.

## DIVISION NEWS ON THE WEB

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[www.scd-nmra.org](http://www.scd-nmra.org)

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# Boy Scout Merit Badge Day at the Southeastern Railway Museum



*Southern Railway #8202 painted in Southern Green is seen here at the Southeastern Railroad Museum in Duluth, GA one fine day in April. Some members of the **Piedmont Division** were here to conduct a Boy Scout Merit Badge session. Inset is the Ticket Booth located just to the left of the track that #8202 is on.*

A couple of times a year the Southeastern Railway Museum, in cooperation with the Piedmont Division, hosts a Boy Scout Merit Badge session. As editor I thought this would be as good a time as any to use this event as a reason to check out their new facilities.

When I last visited them they were across the street in an area that didn't offer much protection from the elements for their equipment. Their new facility was a former railcar repair shop located just off of the NS mainline in Duluth, GA.

Much of their equipment is now under cover although there is still a lot that isn't. One of the features that they don't have at the new facility is enough room to have a loop of track although I understand that they may get enough space some time in the future.

What follows is a photo essay on the museum with a few photos of the Boy Scout Merit Badge session. If you are ever in the Atlanta area, look them up and stop on by. They have quite a collection!



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You can ride in the Caboose Train on the right being lead by Hartwell Railway #2, a GE 44 tonner. The train takes you down to the steam shop at the bottom of the hill (behind the train) in the background where the steam locomotives are stored and worked on.



At far left is an operational EMD GP30 locomotive in the collection. The baggage car on the left was once used behind both N&W #611 and #1218 back when NS was still running their steam program.

HOWARD GOODWIN'S **GREAT CYPRESS LINES**  
 Construction is progressing & will appear on the  
 next Piedmont Pilgrimage Tour in November.

Howard (Horn) Goodwin hails from south Florida where the houses are small and basements are virtually nonexistent. As it is very expensive to own a house large enough to house a layout, south Floridians resort to layout club houses where they build a "community" layout where many members help foot the bill for the space needed for the layout.

With Howard's move to GA, he was introduced to the "basement layout concept" and after finding just the right basement (with a house over it), procured same and started his first basement layout. The photos here show his layout under construction. He is still a ways from mainline completion but is making good

progress in that direction.

This layout, along with many others, will be on tour during the next Piedmont Pilgrimage this coming November to help celebrate Model Railroad Month and introduce the public to the world of model railroading. The Pilgrimage is open to all interested in viewing multiple layout open houses. Information on this yearly event can be found on the Piedmont Division website at: [www.piedmont-div.org](http://www.piedmont-div.org)

The Pilgrimage runs both days of every weekend in the month of November. This year it is planned to have more than 40 layouts on the tour. Each year we continue to find more layouts as more and more come out of the woodwork. Mark your calendars and join us!



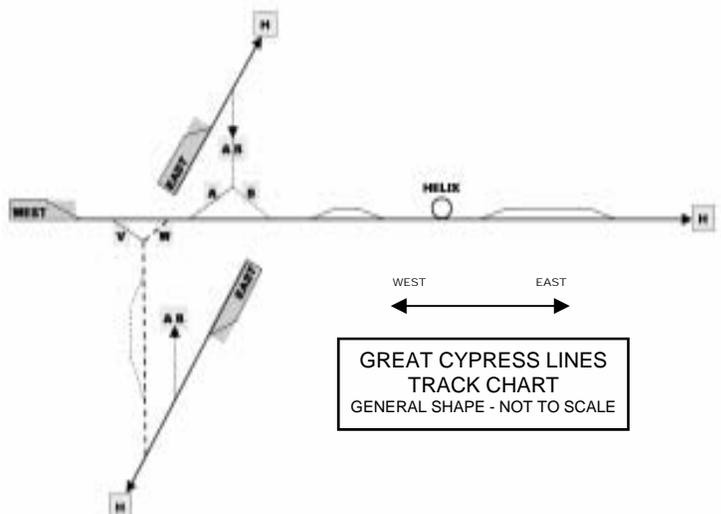
Here we see a 1-Loop helix and Howard's method for elevating the loops over each other. I thought this was a neat idea and could be used for multiple levels. There is a threaded rod on each side of a piece of flat metal which itself is screwed to the bottom of each level of the subroadbed. This allows for multiple adjustments of the grade and separation between the loops.



On the long black bridge lying under the curve is gauntlet track which allows two tracks to occupy the same space without having to build a double track bridge thus saving in materials to build the bridge. The only catch is that two trains can't use the bridge at once. However in this case, both tracks represent opposite ends of a reversing loop. Above right we see the gauge separation frog and at the time of my visit, Howie was working on a matching set of points to go on the other end of the bridge.



In the left photo above we see two curved tracks forming a wye. The third leg of the wye disappears into the backdrop and proceeds along one wall of Howie's garage forming a staging area for point to point operation. The layout can also be operated as a loop for open houses. In the far distance in both photos can be seen Howard standing in the doorway to the garage. To his left is the other hole in the garage wall. This track leads to the other staging yard that lines the opposite wall of the garage.





The inside of the curve (below right) will be the location of a turntable and engine servicing facility.

Minimum aisle width is 24 inches which may seem small for some but not for everyone. Smaller people can use smaller aisles which allows for more layout space and can be very useful if space is at a premium.



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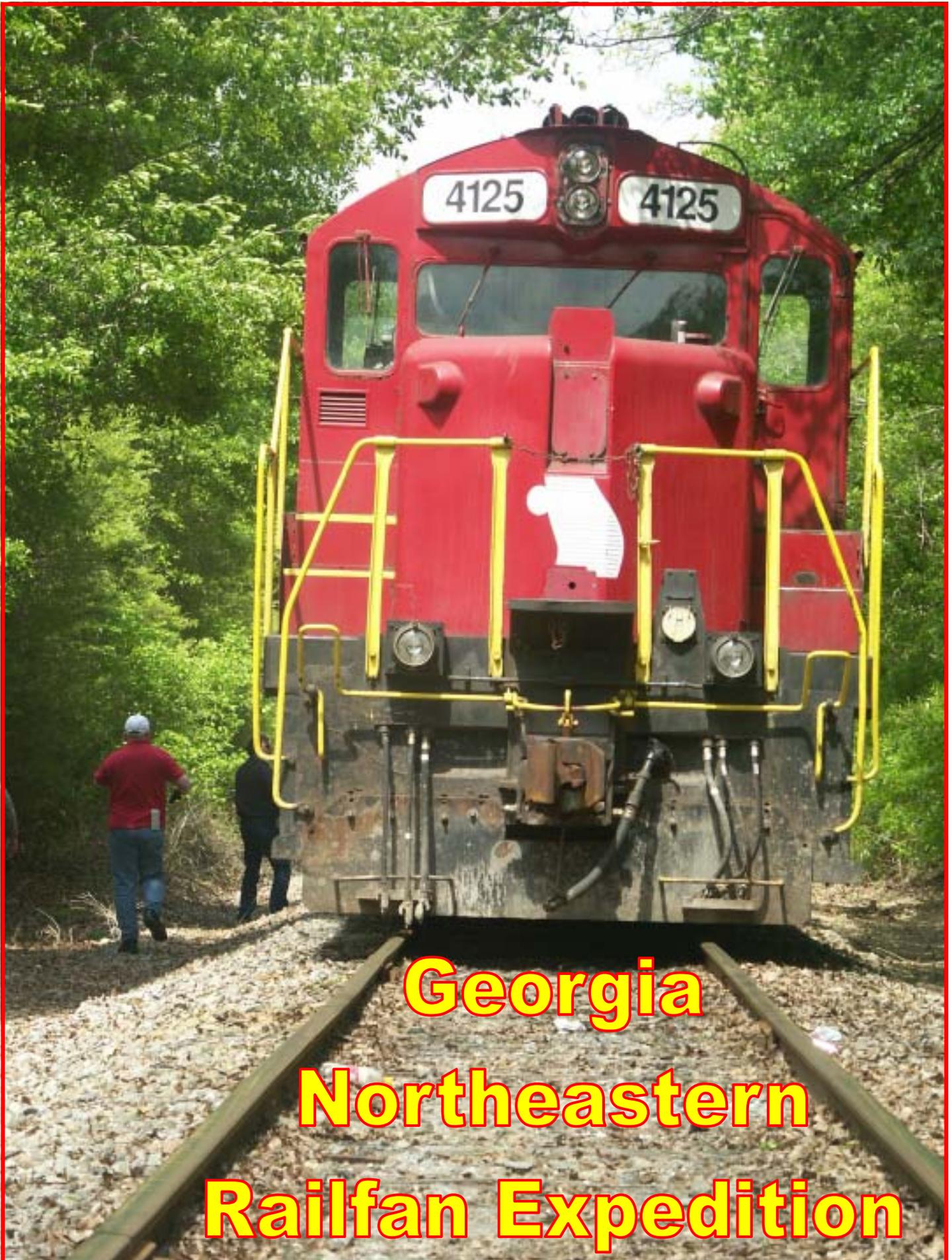
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## Story by John Steven with photos by Paul Voelker



and locomotives on the GNRR property as of late Thursday night. Just as we finished at the Elizabeth Yard, we saw that there was a green signal for a south bound on the CSX main. After waiting for a couple of minutes at the grade crossing, the gates started to come down. We all anxiously waited for the train to come south bound. As the train approached the siding, we noticed someone sticking out the conductors side of the train. As it the train got closer, we realized it was Pat Turner!!! What were the chances? We then loaded up into three vehicles.

What a great day!!! Although it was a little cool and a little breezy, we had a great time railfanning today.

The day started just before 9 am at the Elizabeth Yard. Eight people showed up for the days activities. Scott Perry had a list of ALL the cars



From Elizabeth yard we proceeded to the new underpass over Tower road, and then did the industrial area south of the interstate. Just as we approached the bridge over the interstate, we came upon a track crew replacing rail on the mainline. We were stopping at most of the industries along the mainline. We stopped at the siding in Toonigh. We noticed that a couple of small trees had fallen across the mainline at the

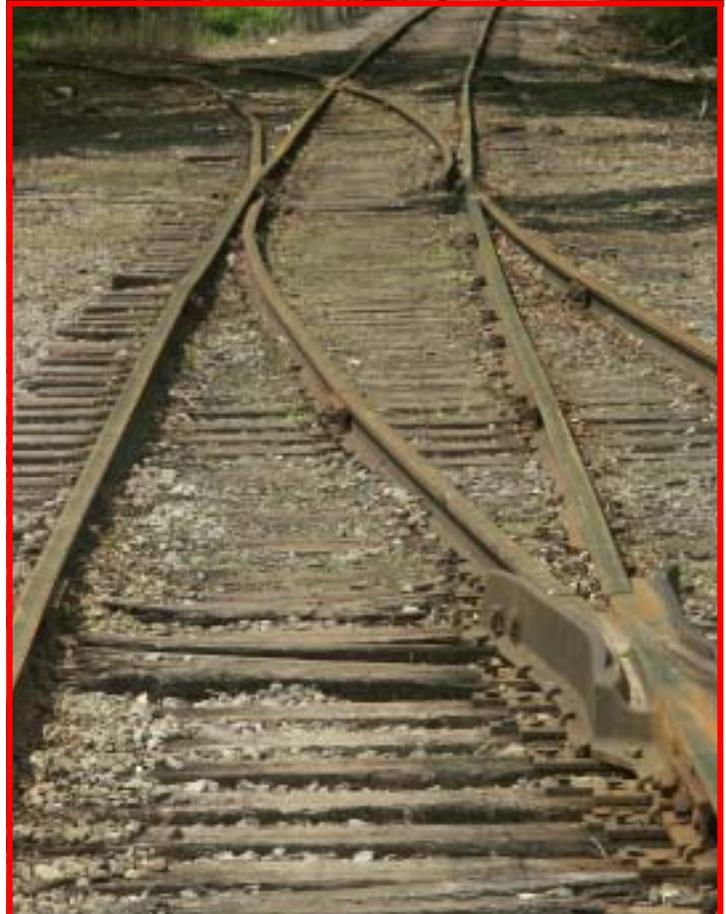


north end of the siding. We took a couple of minutes to clear the debris. While we were at the station in Holly Springs, Paul Voelker pulled up. At that point we decided to "get some beans", so we went to William's BBQ in Canton.

After lunch, we made numerous stops in Canton. At one point Scott headed south on 575, which seemed odd since we were basically traveling northbound. It turns out he had seen some cars parked in an area where he knew there was no siding. Sure enough, we found a train tied up on the main with a four locomotive lash-up in the lead.

From there, we proceeded north again. Unfortunately, I lost the pack (again!). We traveled a little farther than the others, but we finally caught up with them again in south Ball Ground. Our next major stop was the marble plant in Nelson, the birthplace of Claude Akins (I just had to throw that in!). We then made our way to Tate. There was only one locomotive in the Tate Yard. We were all kind of wandering around when it started to rain. We all headed back to the vehicles. By the time we got there, the rain had stopped. Since it was almost 5, we decided to call it a day and head back to Elizabeth.

It was really a great day. A couple of things didn't happen as the day went on. We didn't see a single moving freight car. We also didn't meet any of the local police. We did have great weather, we had great beans, and we had a great time.



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# GEORGIA MARBLE PLANT

## ON THE GEORGIA NORTHEASTERN AT NELSON, GA

*By Paul V. Voelker*

The drawing on the next page gives you an overview of the layout of the basic plant. This is a marble processing plant where various slabs of marble were ground to shape to fill orders. The plant itself is now derelict (and available) but would make an interesting addition to someone's layout either in a full-size version or "selectively compressed".

If you like the Walthers 25 ton Traveling Crane, this would be the industry for it as the large outdoor craneway (right side of drawing and **Photo #4 on page 34**) uses two of them.

**Photo #2 on page 31** shows the hodgepodge of buildings that make up this complex and make the whole facility interesting but a challenge to replicate. It appears that as they needed covered space, buildings were built to accommodate but in no one particular style or

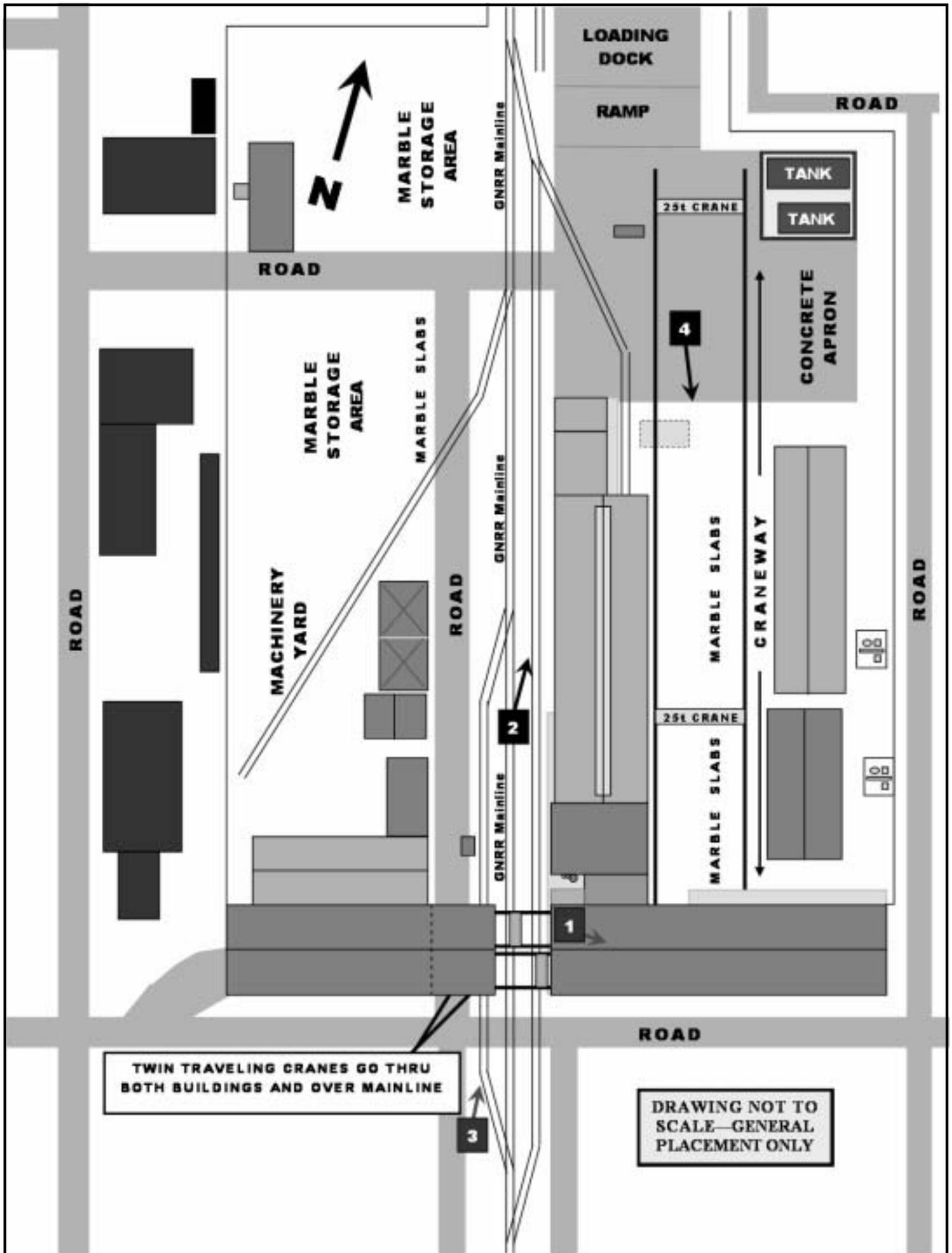
order. The loading dock in front is interesting in that it is built using marble blocks!

The smaller cranes that run between & through the building seen in **photo #1 on page 26** and its counterpart across the tracks may well have to be a kit-bash or a scratchbuilding project.

**Photo #3 on page 28** shows the openings that the crane passes through to get into the buildings. In both cases there are a pair of upward hinging doors, seen in **photo #5 on page 29**, that cover these openings when needed.

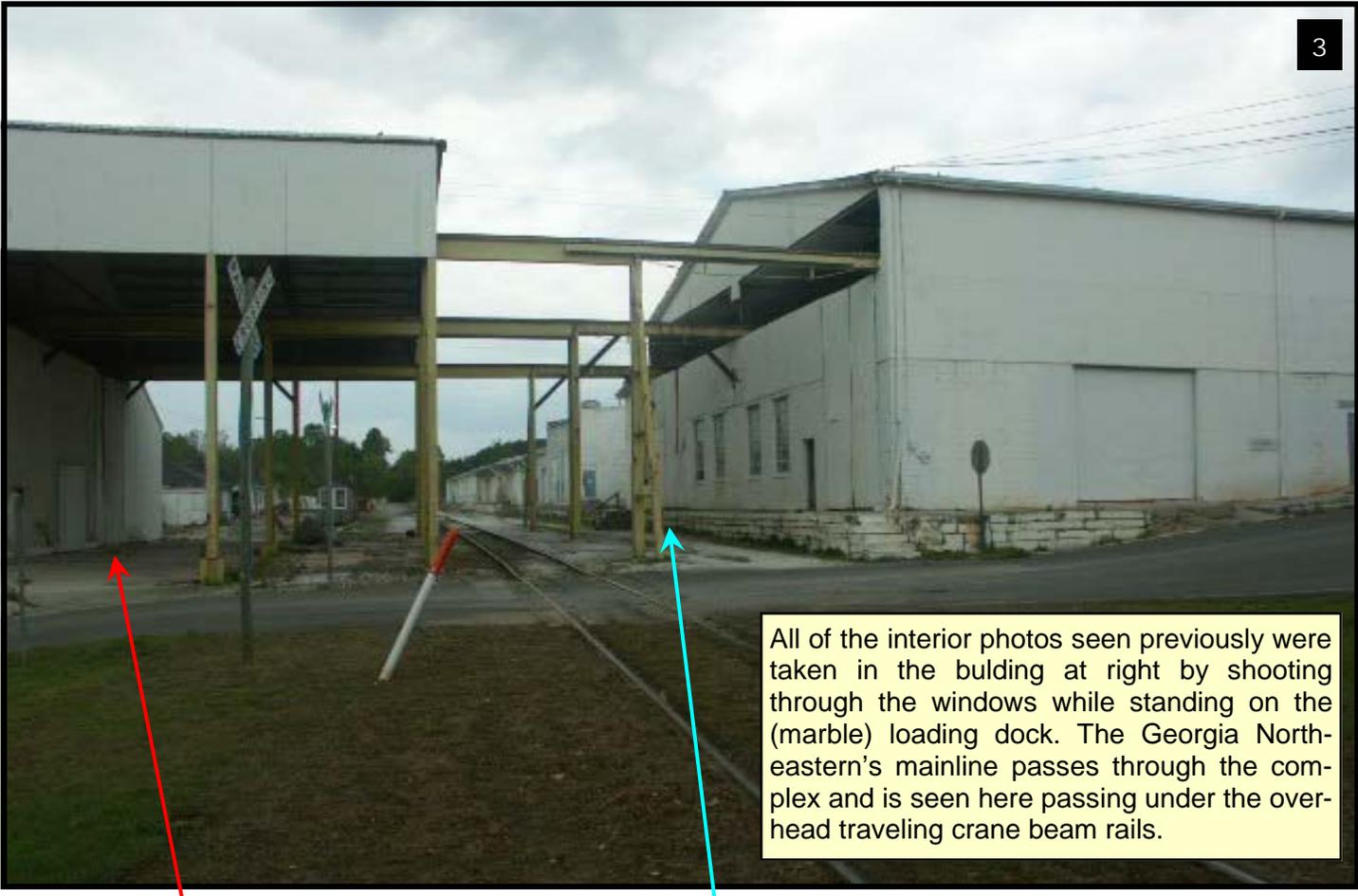
All of the marble finishing machinery had been removed from the plant when we visited it but a lot of the support structures remain.











All of the interior photos seen previously were taken in the bulding at right by shooting through the windows while standing on the (marble) loading dock. The Georgia North-eastern's mainline passes through the complex and is seen here passing under the over-head traveling crane beam rails.



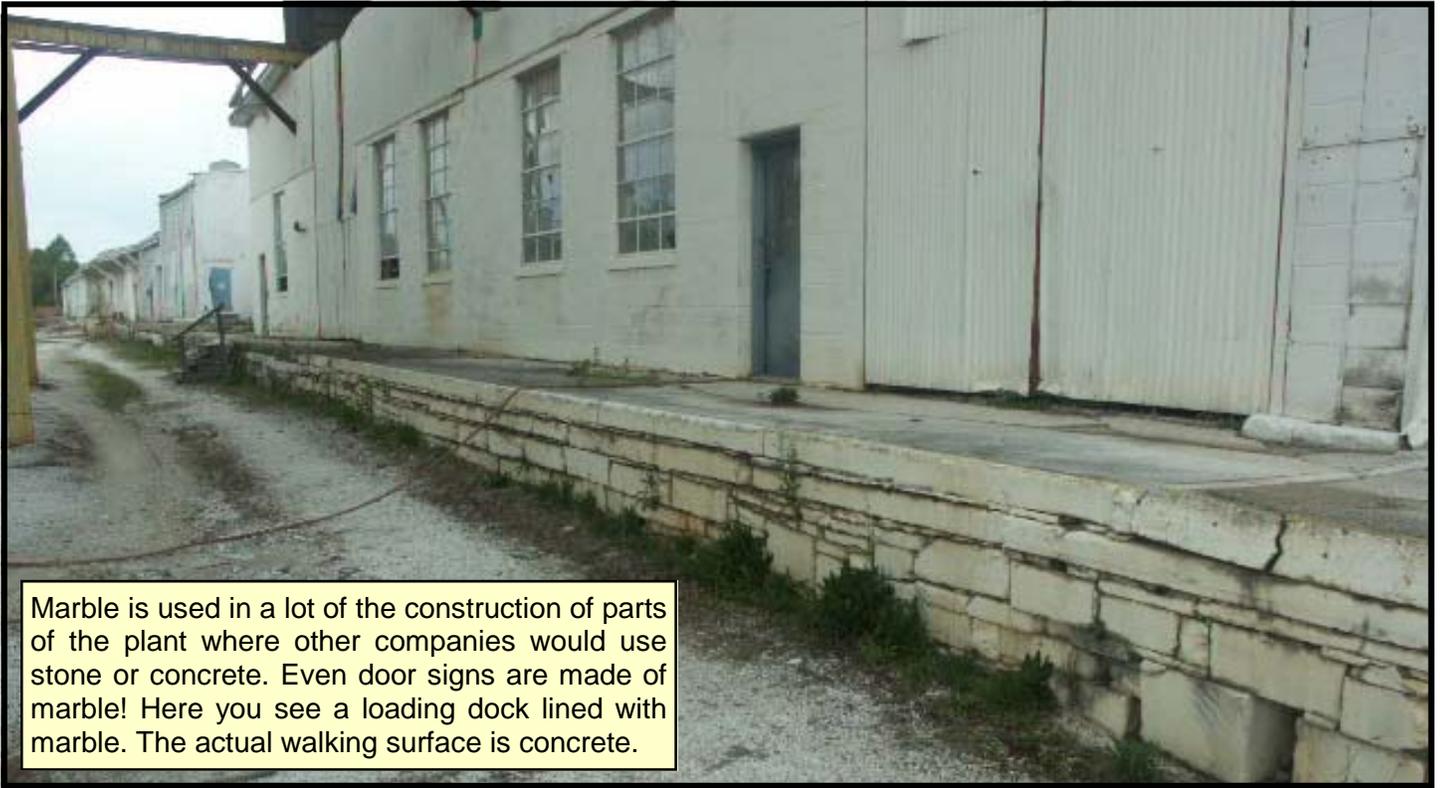


5



Various maintenance buildings are on the west side of the mainline.





Marble is used in a lot of the construction of parts of the plant where other companies would use stone or concrete. Even door signs are made of marble! Here you see a loading dock lined with marble. The actual walking surface is concrete.



2

Hard as it might be to believe, the track visible to the left is the Georgia Northeastern's MAINLINE !





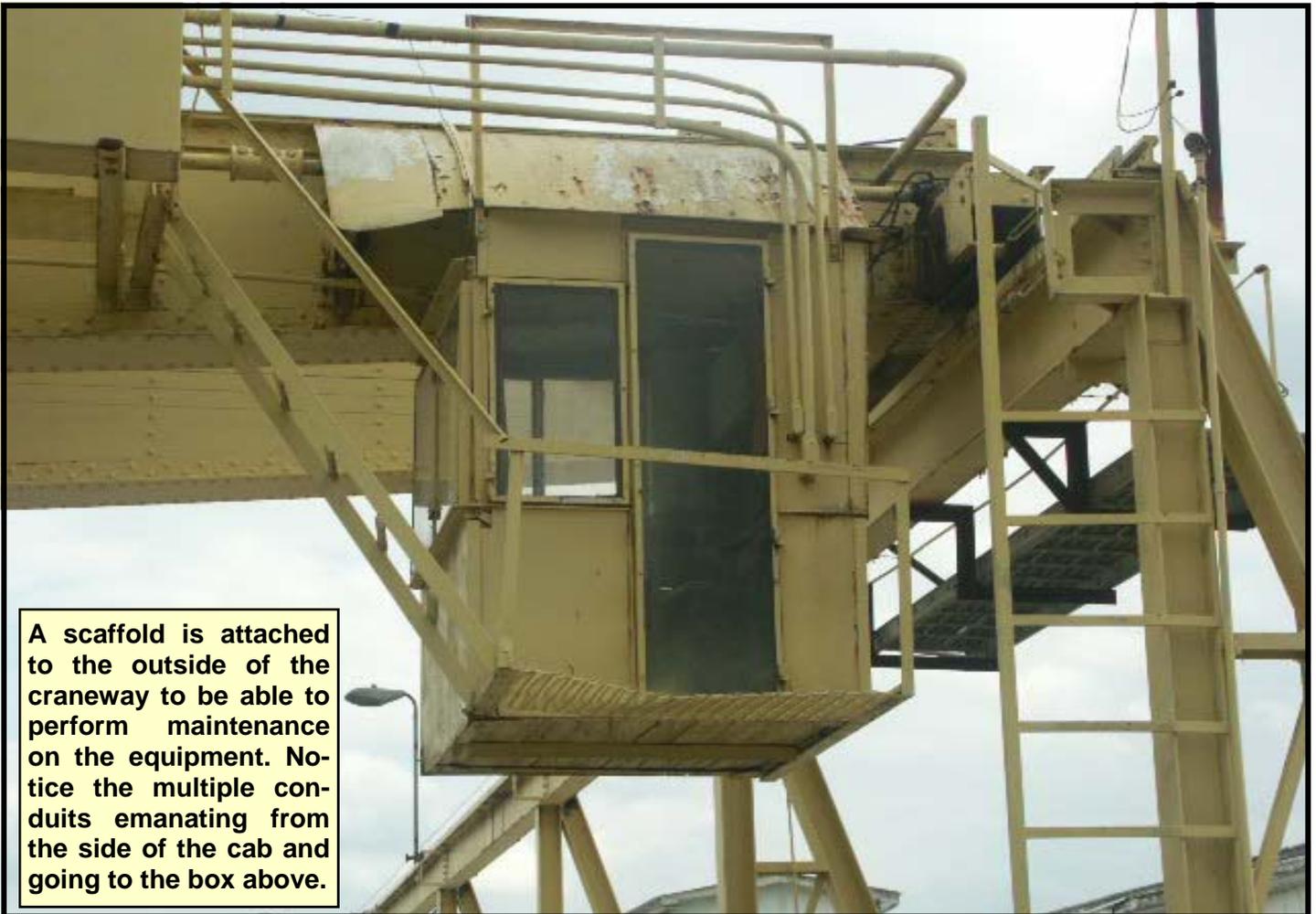
**One of two power supply transformers on this side of the plant. This equipment is on the hill and behind the trees in the center of the photo above the far building.**



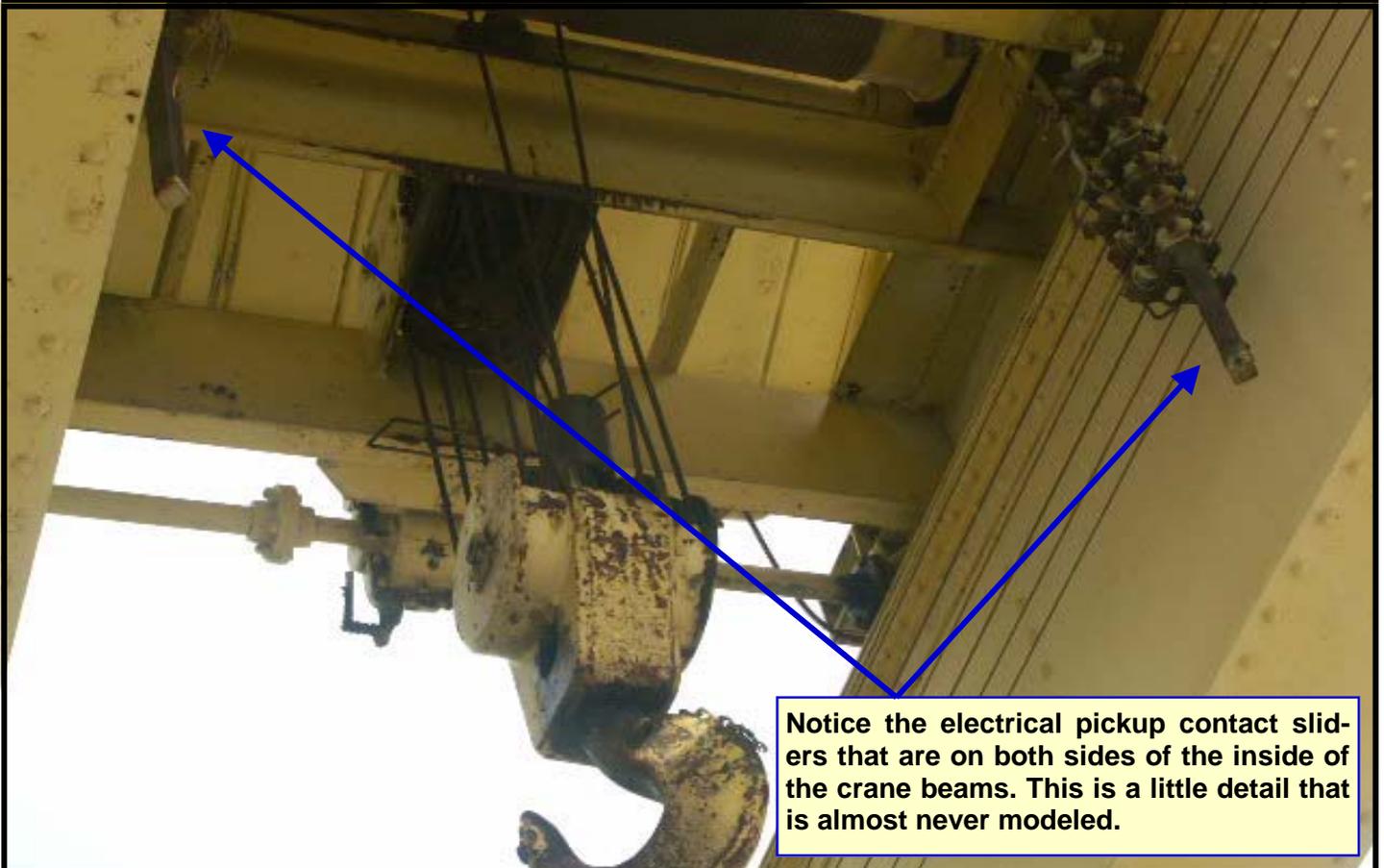


Seen above is one of a pair of nearly “stock” Walthers 25 ton traveling cranes. The one at the other end of the craneway has its cab on the other side of the beams, presumably so neither can ram the other’s cab and cause injury to the operator. Notice that the diagonal legs on the vertical craneway supports start off on the opposite sides of each craneway rail on this end (above) but the supports on the right side change over to being inside the rail as you get farther into the yard and closer to the buildings at the far end. The reason for this is that a spur track passes close by the craneway supports on the right side and so the supports need to be moved to the inside of the craneway rails. Note also the change in depth of the craneway rails themselves.





A scaffold is attached to the outside of the craneway to be able to perform maintenance on the equipment. Notice the multiple conduits emanating from the side of the cab and going to the box above.



Notice the electrical pickup contact sliders that are on both sides of the inside of the crane beams. This is a little detail that is almost never modeled.

# SER Board of Directors Meeting

## Montgomery, AL—MAY 27, 2005

President Beaty called the meeting to order at 8:17 PM

The following board members were present: President Bob Beaty, Treasurer Randall Watson, Directors Mike Ferry, Paul Voelker, Tom Schultz and Executive Director Phil Hutchinson.

The following committee chairmen were present: Convention Tom Cusker, Good and Welfare Dudley Ross, Registrar Howard Garner, Education Dean Belowich, AP chair George Gilbert and Charlie Cole, Legal Consul.

Many of the region members were in attendance. See attached sign up sheet.

Due to Secretary Stevens being absent Tom Cusker served as Secretary.

A quorum of the board was present.

President Beaty welcomed all the attendees. Bob reminded everyone that due to the national by-laws change he will no longer be a Trustee as of July 1.

The Board members were introduced.

A motion to accept the winter BOD meeting minutes as published in the SouthErneR was moved by Randall Watson and 2<sup>nd</sup> by Mike Ferry.

Treasurer Randall Watson gave the treasurers report (See Treasurer's Report elsewhere in this issue) Motion to accept the report as read was made by Mike Ferry and 2<sup>nd</sup> by Tom Schultz. Motion passed by unanimous vote.

### Division Reports

Bob McIntyre gave a division report for the Piedmont Division.

Larry Burkholder gave a division report for the Smokey Mountain Division.

Ed Dice gave a division report for the Gulf Division.

Nate Stone gave a division report for the Atlantic Division.

Mike Ferry gave a division report for the Headquar-

ters Division.

Tom Cusker gave a division report for the Steel City Division.

Phil Hutchinson gave a division report for the Montgomery Division.

Howard Garner gave a division report for the Palmetto Division.

Roy Tritt gave a division report for the Augusta Division.

George Gilbert gave a division report for the Cumberland Division.

Howard Garner reported that there are 1045 NMRA members in our Region. SER has 542 member/subscribers. Tom Schultz asked all the division members to try and contact the new NMRA members and try and get them involved in their area. Tom also reminded everyone that President Beaty challenged each member to bring in one new member. A discussion came from the audience about how to get kids involved in railroading.

**The SouthErneR** Editor Paul Voelker gave his report. He asked how many members have gone to the WEB site edition. About half the audience had done so. Paul wanted everyone to know that the WEB site **E-SouthErneR** is 2 or 3 times large than the printed copy and it is in color. Paul does not feel we can abandon the printed copy as long as members are willing to subscribe to it.

Dean Belowich gave the Education report. Dean reported that we are having an active convention model contest again this year. George Gilbert reported on the AP activities for this year. Paul reminded everyone that they can submit articles to **The SouthErneR** for points toward your author certificate.

Dudley Ross gave the Good and Welfare report. Cusker read John Stevens Good and Welfare report for the first portion of the year.

Phil Hutchinson gave the 2005 Convention report. As of now we have 84 registered for the convention. Phil thanked Cusker and Beaty for their help. Phil reported that there will be a free prototype tour in the

morning. Anyone who wants to go should meet at the registration desk at 8:30 AM.

Tom Cusker gave the convention committee report.  
2006 Convention

Convention city will be Memphis. They are very active and have laid the ground work for a great convention. They will be here Saturday night to give a presentation of their planned activities.

2007 Convention

Convention city will be in Cartersville, GA. Howard Goodwin updated the group on their activities.

2008 Convention

Fred Coleman from the Asheville area has offered to host the 2008 Convention. Cusker recommended that board accept the offer. Motion made by Mike Ferry to accept the proposal. 2<sup>nd</sup> by Randall Watson. Motion passed.

2009 Convention

Glen Hall from the Pensacola Model RR club has offered to sponsor the 2009 Convention. Cusker recommended that the board accept the offer. Mike Ferry made a motion made we accept the offer. 2<sup>nd</sup> by Tom Schultz Motion passed.

### Old Business

Scott Perry was absent so there was no report on the non-dues revenue project.

Lenny Polinski reported that he would like the board to consider taking the Dave Muller Award out of his control and putting it under the board's control. Lenny has been coordinating this award for the past ten years and he would like to be relieved of this by next year. A discussion was held. Paul Voelker reported that he thinks it should be a previous winner that should be (stuck) given this honor. Bob asked that the board be given time to think about this and discuss it at the next meeting.

**(Editor's Note:** The Editor has since volunteered to take over the "Dave Muller Award" duties.)

The matter of single membership dues has been handled and no further discussion is required tonight

The by-laws have been updated and a report will be given to the membership on Sunday.

Mike Braunstein brought up that he felt the new by-laws did not define the word quorum correctly. President Beaty will review before the meeting on Sunday.

SouthEneR – future President Beaty report that fol-

lowing the discussions at the previous board meeting that he felt that we should continue on with the current **The SouthEneR** size, format and distribution. Beaty will keep the membership updated if anything should change.

Realignment of Membership/Registrar duties. Discussed during the winter BOD meeting. Randall made a motion to accept the motion to change the titles and duties. 2<sup>nd</sup> by Mike Ferry. Motion passed.

### New Business

Howard Garner reported that he felt we should present to National that they should change the definition of the regions to county and not use zip code. We have areas in North Carolina and Florida that no longer align correctly. A lengthy discussion followed. President Beaty asked the board if they felt any further research is needed.

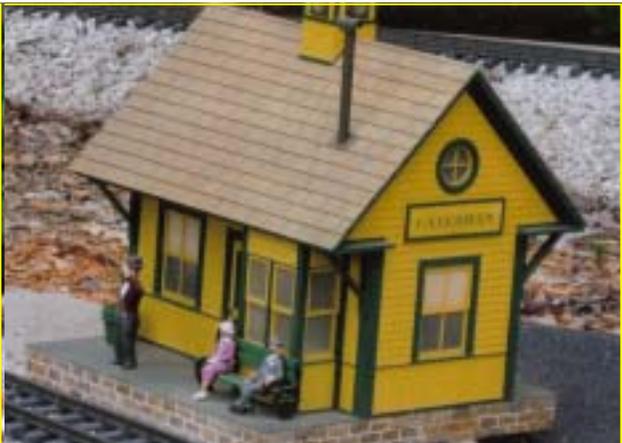
Again further discussion followed. President Beaty will write to RAC representative and ask that the issue be brought before the National board at the Cincinnati convention.

The president recommends that the future focus of the efforts of the BOD be toward improving members and support the Division, providing a positive and welcoming atmosphere for "outsiders" and supporting a youth oriented program to encourage participation in this hobby. A discussion was held. Mike Braunstein recommended that this be a preamble to the bylaws. This would be our mission statement. Tom Schultz made a motion we accept the recommendation. 2<sup>nd</sup> by Randall Watson and passed.

John Blanchard reported that he has been taking care of the Mike Callahan award. He feels that the board should take over placing the ordering of this award. He also orders the Dave Muller plaque. President Beaty asked that this be tabled to the next board meeting with Lenny Polinski request. No one objected.

President Beaty reported that we need to consider the 2006 SER Budget. Treasurer Watson reviewed the numbers with board. Several assumptions are in the budget regarding the number of members, cost of **The SouthErneR** and the number of members subscribing to **The SouthErneR** which were explained to the board. A discussion was held. Mike Ferry made a motion to accept the purposed budget as present. 2<sup>nd</sup> by Paul Voelker. Motion carried.

Mike Ferry made a motion we adjourn. 2<sup>nd</sup> by Randall Watson. Meeting adjourned at 10:28



# Lenny Polinski's G-Scale Empire



# SER Annual Business Meeting

## Montgomery, AL—MAY 29, 2005

Meeting was called to order at 9:30 AM by President Beaty.

President Beaty reported that Tom Cusker is filling in for Secretary John Stevens who is absent.

President Beaty welcomed all the convention attendees and made a few opening remarks. He thanked Phil Hutchinson for a great convention. Phil reported that his club layout and home layout will be opened after the breakfast. Phil thanked Tom Cusker for his efforts in organizing the clinics.

President Beaty announced that this was the first time a father and son have both won the Matt Craig award. The group recognized Dr. Joe Nichols SR. and Jr.

President Beaty introduced the board members that were present.

Larry Smith made a motion to accept the Secretary's minutes for the 2004 Annual Business Meeting as published in **The SouthErneR**. 2<sup>nd</sup> by Roy Tritt.

Motion was passed by unanimous vote.

The Treasurer's Report and Budget was presented by Randall Watson. A motion was made by Nate Stone to accept the report. 2<sup>nd</sup> by Dr. Joe Nichols Jr. Motion passed by unanimous vote. President Beaty apprised the members that a 2004-5 Actual vs Budget report will be made available in **The SouthErneR**.

Howard Garner gave the membership report. We have 1045 members as of April 30. There are 191 Life members. 594 are SER members. President Beaty reminded everyone that under the new national bylaws everyone belonging to the NMRA that lives in our area is now a member of the SER.

Paul Voelker gave the Editors report. He reminded everyone the new **E-SouthErneR** is larger than the printed copy and is in color. He also asked two questions: How many members had been to the website to download the **E-SouthErneR** and how many wanted to keep the printed version. Both answers were almost unanimously yes.

Dean Belowich gave the Education Department Report. He thanked Larry Smith for filling in for Contest Chairman Carey Jenkins who is ill. At next years

convention they are planning to have a youth program with a make and take. George Gilbert gave the AP report for last year.

Mike Broadway gave the Web site report. The address to our site is: [www.ser.nmra.org](http://www.ser.nmra.org). Mike asked the group who does not have access to the WEB. A couple of members raised their hand.

### Old Business

No old business.

### New Business

The 2006 Convention will be in Memphis. The date is set for the first week end in June. Mike Fleming left with 5 reservations.

Howard Goodwin reported on the upcoming 2007 Atlanta Convention. It will be in Cartersville, Georgia. The date is the weekend before Memorial Day weekend.

Convention Chairman Tom Cusker reported that the 2008 Convention will be in Asheville, North Carolina and the 2009 Convention will be in Pensacola, Fla. Details for these conventions will be available as they get closer.

President Beaty reported on the change in National Bylaws and their affect on the SER. One major change is the SER has been split into two of the new **Districts** (Eastern and Central). With the changes Bob is no longer a Trustee.

Bob also reported that another major change was that the SER bylaws needed to be changed to match the National Bylaws. In 2004 the members passed a motion allowing the SER board to bring the bylaws into compliance with the National Bylaws. President Beaty reported that this has been done and copies of the changes have been provided to all members via **The SouthErneR**. The President will formerly report, via letter, to the President of the NMRA that the SER is in compliance.

Bob reminded everyone that National has suspended the issuance of Life memberships.

With no other business Jim Ketchersid made a motion to adjourn. 2<sup>nd</sup> by Randall Watson and passed.

Meeting adjourned 10:17 AM.

A Denver Zephyr arrives in Chicago with CB&Q E9A # 9937B on the point and an E6A trailing. To the left can be seen a Baldwin Switcher passing through the slip switches. June 1954



Denver Zephyr Observation *SILVER FLASH*. In the background is the GM&O's Abraham Lincoln train.



The Abraham Lincoln (left) & the Empire Builder share adjacent tracks in the terminal.



GM&O E7A's #103 & #103A arrive pulling the Abraham Lincoln.

An ElectroMotive Division CB&Q E6A leads a string of Troop Cars out through the maze of double-slip turnouts at the throat of the station. Waiting in the distance is a PRR Baldwin Locomotive Works BP20A-A set on the point of an inbound passenger train.



CB&Q GP7 #244 awaits its next assignment.



# Kalmbach Memorial Library – A Primer

By Thomas Mossbeck, Research Associate

This article will introduce the reader to the Kalmbach Memorial Library (KML) and its resources. After reading this you should have a basic understanding of the library, its contents and services, and how they can be utilized. If you need additional information about the library, or have comments, please don't hesitate to contact us.

Welcome to your Kalmbach Memorial Library, the research library of the National Model Railroad Association. The library houses a unique collection of railroad material which is used by model railroaders and historians to gain further knowledge of the many facets of the hobby.

There are two basic ways that the library can be used; in person or long distance. You can either come to the library to do the research yourself, or you can have the staff do the work and mail the material to you. To submit a research or photocopy request you can call, write, fax or email, or you can use the online fill-in form on the library's website:

[www.nmra.org/library](http://www.nmra.org/library)

Requests come in many forms. They can be as simple as a copy of a certain article that you may have heard of or seen a reference to, or they can be as complex as finding out the type of water column used on the Reading, the number of different manufacturers who have produced models of Big Boys, or information on how to scratchbuild live catenary systems. Frequently, questions also involve plans of locomotives and rolling stock, as well as information about a specific location, such as a yard or passenger station.

In order to answer these questions, the staff has a variety of source material from which to get information. I will begin by listing of some of the collections and resources available at the library then briefly discuss each one and explain their uses to the modeler.

## Collections & Resources

John Kentlein – H.K. Porter Collection

Bruce Meyer – EMD Collection

Photo collection

Periodical collection

Car and Locomotive Builder's

Cyclopedias

Official Guide of the Railways

Official Railway Equipment Registers

Poor's Manual of Railroads and

Moody's Railroads

Book collection

Historical society, club, museum  
and SIG publications

Video collection

### John Kentlein – H.K. Porter Collection

This collection has over 780 builder's photos, catalogs, blueprints and other data chronicling the history of the premier industrial locomotive manufacturer. If you are interested in Porter locomotives, we have published a reprint of the 13th catalog Porter Steam Locomotives, Light and Heavy, which is available for sale at the library. The book also contains a roster of Porter locomotives including indication of the photos in the collection.

### Bruce Meyer – EMD Collection

If you are looking for paint diagrams of locomotives from GM's Electro-Motive Division, then the Bruce Meyer collection is for you. With over 1,400 EMD paint scheme drawings from various railroads, operation manuals and other diesel locomotive items, this collection is a valuable tool to the model railroader wishing to paint and letter EMD equipment. A complete listing of available diagrams can be found on the library website under "Our Collection", or you may call us and we will be glad to check on the availability of any drawing which may be of interest to you.

### Photo collection

There are approximately 100,000 prints, slides and negatives in the library's photo collection, with approximately 25 % currently cataloged. Notable is the Miller Negative Collection, which includes 4,347 images representing 110 railroads. Developed by Harold B. "Dusty" Miller, it covers the years 1934-41 and therefore documents the peak of steam power development. All views are static, and in some cases show the locomotive in stored or partially dismantled condition. The bulk of the images are of western roads, with particular emphasis on the Southern Pacific, Santa Fe and Western Pacific. Some of these photographs were highlighted in the book Steam on the Feather River Route, which is still available for sale at the library. We can offer prints of any photo, slide or negative in our collection. If you are interested in finding out if we have the pictures you are interested in, all you have to do is contact us and we will gladly do a search and mail you a list of relevant images for your review.

### Periodical collection

Over 50,000 modeling, prototype and historical society magazines, as well as vintage Railway Age, Railroad Gazette and Railway Review publications make up the Kalmbach Memorial Library's periodical collection. Most are indexed so the material is easy to locate. The periodicals can be used for copying specific articles or as sources for answering research questions. If you would like articles on handlaying turnouts we will be glad to mail you two or three examples, or if you are looking for original primary material about the electrification of the Pennsy, we can look up information in vintage publications describing the efforts to carry out this huge task.

## Car and Locomotive Builder's Cyclopedias

These are great for finding information about freight and passenger cars, and locomotives, and all their components. Information, drawings and photos of brake systems, underframes, boilers, wheels, and everything else that make up the finished products. We have cyclopedias from the 1880s to 1997, so all eras are well represented.

## Official Guides of the Railways

If you are in need of passenger train schedules then this is the publication for you. Our website lists all the years in the collection so you can request specific copies. The publication lists all passenger train stations in North America, and has schedules for all trains serving those stations, sorted by railroad. Many also have maps of their lines.

## Official Railway Equipment Registers (ORERs)

Published quarterly, the ORER is a complete listing of freight cars owned by the railroads and private car companies. Cars are sorted by railroad and listed according to their numbers.

The following information is provided for each listing: AAR mechanical designation, markings and type of car, numbers, inside and outside dimensions, door dimensions, capacity, and the number of cars in each series. Freight connections and junction points are also listed, as well as a recapitulation of all the freight car equipment for an easy overview of the total number of cars sorted by mechanical designation.

The website lists all the ORERs in the library's collection. Again, it is just a matter of contacting us and letting us know which railroad(s) and year(s) you would like copies of, and we will mail them to you. This information is useful when trying to accurately number your freight cars, finding out which cars were owned by a given railroad, and for putting together a prototypically accurate freight car mix on your layout.

## Poor's Manual of Railroads and Moody's Railroads

These publications have great information on the railroads' finances, track mileage, equipment holdings, traffic, histories and comments on operations and finances. The amount of information varies with the size of the railroad, but everyone should be able to find useful data in these publications.

## Book collection

The library is home to more than 7,000 books and manuals, spanning all areas of model and prototype railroading. The books are classified according to the Drury system, a railroad-specific classification system named after former Kalmbach Publishing librarian George Drury. Books can then be categorized by such subject matters as Cars, Engineering, Locomotives, Model Railroading and Model Building, General Railroading, Specific Railroads, Traction, and Foreign (non-North American), just to name a few. We rely heavily on the book collection, as well as the periodical collection when conducting research. The collection is constantly growing due to the generosity of members who donate books they no longer have a use for, and from families who are looking to dispose of a material following a member's passing. We are also receiving a fair amount of newly published books from publishers who in return get their books announced in the monthly Library Car column in Scale Rails.

## Historical society, club, museum and SIG publications

We have more than 275 different publications from railroad historical societies, clubs, museums and NMRA SIGs (special interest groups). We also have an extensive collection of NMRA region and division newsletters. The historical society and SIG publications are great sources for in-depth articles on narrow subject matters. Chances are if an article on a particular subject has appeared in one of these publications, this will be the single best source of information on that subject, excluding books.

## Video collection

Over 500 videos make up the library's video collection. They are divided into three categories: Modeling, Prototype, and Clinics. Just like photos, videos are a great source of inspiration and prototype information to the modeler. Whether you are looking for videos on railroading in general, railroad- or area-specific videos, or modeling and how-to clinics, chances are the video collection has something for you.

**The best part is that they are all available for rent. The price for members in the United States is \$5.00 per tape, postage paid (note that some titles have two or more tapes, in which cases the price is multiplied accordingly).**

**You can find a complete listing on our website, or we will be glad to mail you printout if you do not have internet access.**

**For members outside of the U.S., please contact your local A/V Dispatcher for price and availability.**

I hope this article has provided you with insight into the library, its collections and how to use them. In coming issues of this newsletter I will go deeper into these resources with examples of modeling and research applications. If you have any questions or comments, please contact me any time.

## Contact information:

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[www.nmra.org/library](http://www.nmra.org/library)

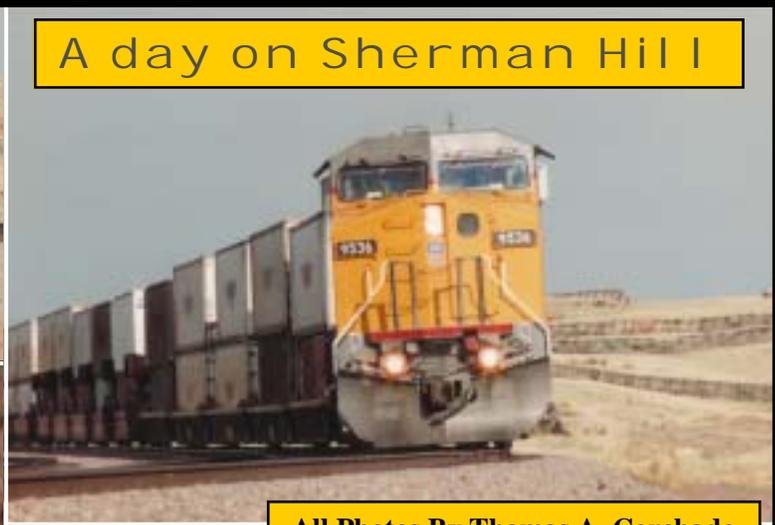
Email:

[kaImlibresearch@aol.com](mailto:kaImlibresearch@aol.com)

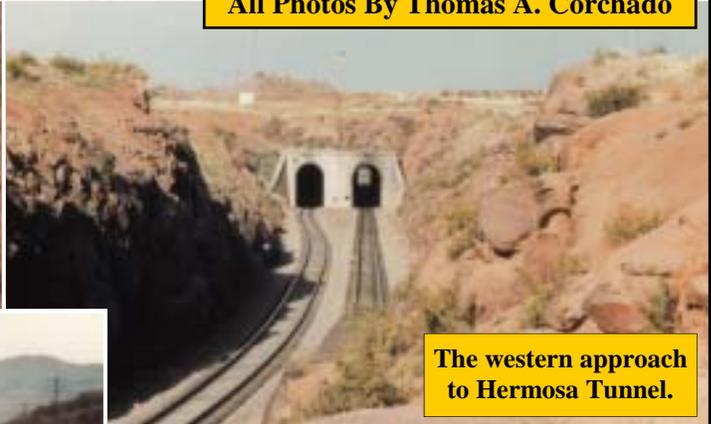
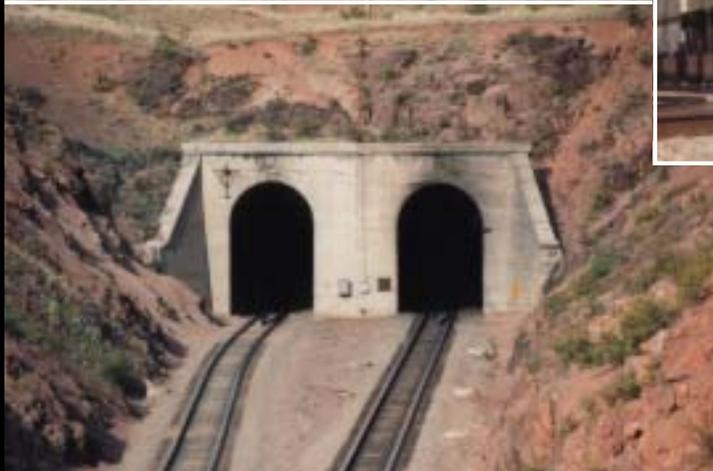
**A day on Sherman Hill I**



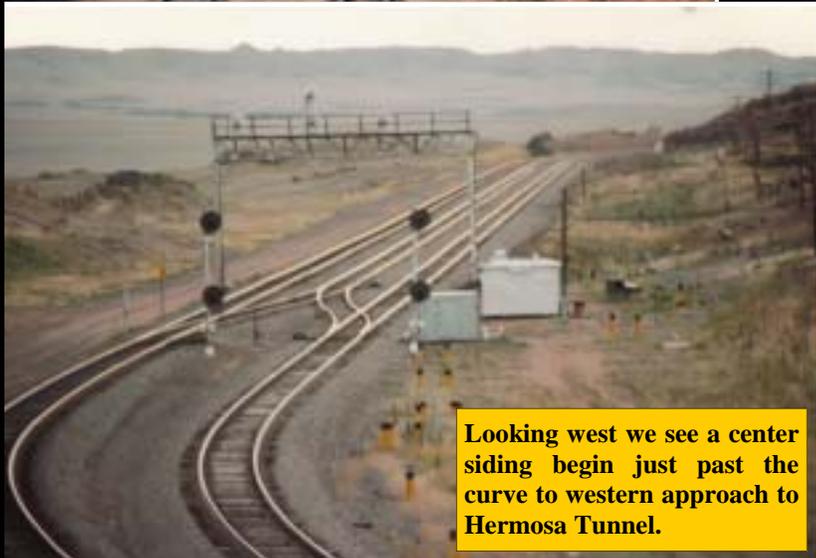
**UP #9536 leads westbound stack train of containers past the famous UP landmark Point of Rocks.**



**All Photos By Thomas A. Corchado**



**The western approach to Hermosa Tunnel.**



**Looking west we see a center siding begin just past the curve to western approach to Hermosa Tunnel.**



**CNW #8518 leads two sisters and two UP engines westbound out of the cut from Hermosa Tunnel and towards the signals seen in the above left photo.**

## The President's Car

### Robert Beaty, MMR



Wow! What a good time we had in Montgomery. Phil Hutchinson's team did a great job. It just goes to show, that rumors are usually wrong. Although the attendance was smaller than normal we all had a great time. There were great models in the Contest room and good clinics. Although some complained that there was a deficiency of nail holes, the entries demonstrated the high level talent and skill of SER modelers.

The layouts available to visit were most enjoyable, besides the Central Alabama Model RR Club's layout in Prattville, Dudley Ross opened up his exquisite N-Scale C&O railroad. Dudley holds AP Certificates in Scenery, Structures and Prototype Modeler as well as the Golden Spike. His railroad has been featured in Great Model Railroads of 2005.

The outside tour was more than we bargained for besides being free. We not only got to see how Kraft Kershaw MOW equipment was made, we got a tour of a garage full of classic autos, and a large Lionel layout. At the banquet we had a really amusing rendition of how to lead a NMRA tour from Terry Bachus, the Editor of Scale Rails. I believe that this year marked a first in our Region, if not the NMRA. We have a father and son team of modelers that each has won our best in show award -Mack Craig Plaque. Congratulations to Dr Joe Nichols Jr for joining his father, Dr Joe Nichols Sr. as recipient, adding his name to the winner list for 2005. And the banquet food was good too!

By the time you read this, the National Convention in Cincinnati will be over, the new Board of Directors for the NMRA will be in place and I will have reverted to being just the President of this Region and a member of the Region Advisory Council. We have two directors that will have oversight for the SER, Tony Koster, and Dave Thornton. Each have reached out to me and other Region presidents to ensure that the voice from the grass roots is heard at the board meeting. I intend to keep both of them informed on issues affecting our Region and this hobby. We have realigned our By-laws to comply with the new NMRA regulations (copies were provided previously in the Southerner). And we are embarking on a new era of single membership. There will be challenges and rewards. The key for your BOD will be to make the rewards enjoyable and the challenges negligible.

This is a short note this time because I know Paul has a bunch of pictures he wants to share with you. Remember, I am always available if you want to express an opinion or share an idea.

You can email me at  
[rbeaty@bellsouth.net](mailto:rbeaty@bellsouth.net)

Keep training,  
 Bob Beaty, MMR  
 President

## Good and Welfare Report

### June-September 2004

John Stevens, Chairman

I held the position of Good and Welfare Chairman from the time of the Annual Business Meeting until the Fall BOD Meeting. During that time, I wrote ninety-five letters.

Six of the letters I wrote were related to a death or illness, eighteen of the letters were letters of thanks or congratulations, thirty-two of the letters were for awards or certificates, and thirty-nine of them were related to birthdays.

John Stevens

### SER Membership based on the April 30 reports from NMRA National

#### NMRA Members living the SER region

1045 of these 191 are NMRA life members

#### SER Members

594 of these 42 are SER life members  
 16 lapsed members included

#### Subscribers

26 regular subscribers  
 23 life subscribers  
 3 multi year subscribers (2 years)

#### SER Multi-Year Membership

Age-Count SER Life	
Age	# Life Members
58	2
62	3
63	3
67	4
69	3
76	3
82	5
83	2
87	3

#### SER Life Membership

Age-Count SER Life	
Years Remaining	Number of Members
2	34
3	18
4	5
5	4
6	1
7	1



Within the past year, there has been a lot of change and transition in the NMRA. What with new Bylaws, region representation, board of director restructuring, and technology changes, a lot of how the NMRA relates to it's members is being evaluated. While the educational aspect of the organization has always been here, many feel that this root benefit has not been emphasized in recent years. Letters to Scale Rails and other publications have a recurring theme that the organization has lost its connection with members and been absorbed in the organization itself. The call is to reach out to modelers and take the organization to the members, rather than the members to the organization.

Much of what the NMRA is founded on is the learning of new techniques and improving individual modeling skills. The programs developed by the NMRA to accomplish this are all available to any member who wishes to participate. However members and non-members alike have forgotten this, and focused more on what the organization can or has not done for them.

So the sword is double edged, the members want the organization to be there for them on an individual basis, and the organization has the programs but waits for the members to become involved. Obviously you can not push an individual to become involved, but you can put things in front of them to help better expose them to what is available. In the next year, I hope to better promote the various programs in the Education Department, and make them more visible to the member and non-member. I have listed the goals I would like to accomplish by this time next year. They all probably will not be met, but I will have taken the NMRA to the people, rather than waiting for them to come to it.

1. **Work more closely with the modelers in my area.** The number of modelers has increased steadily over the past few years and many have become NMRA members. Meeting and talking with people can spark an interest.
2. **Promote the programs of the NMRA though the Region publication.** I have from time to time, talked about what the NMRA has for members, and done the

same when I held Achievement Program and Contest Chairmanships. I will try and cover a program with each column I write and describe them in detail.

3. **Promote youth oriented programs to reach young modelers.** We will be trying new clinics geared towards younger people interested in the hobby. With this year's convention, we hope to take a small step in that direction with a make-and-take class with a laser cut structure. Hopefully this will have been a success by the time you read this. If it goes well, we hope to build on it in coming years.
4. **Promote Divisional meets.** We all like to get together now and then and the one thing that the NMRA has that doesn't take a lot of effort is a divisional meet. The division I was involved with in NY state, held a meeting every 6 weeks. Not too often to be work, yet often enough to hold people's interest and provide them with opportunities for fellowship and education. This also gives the non-NMRA modeler a feel for our organization.

This list is just a start, as I am sure I could add several more items. I also can not do all these things alone. I have been getting some excellent assistance from Tom Schultz on the Youth Programs and through his input and ideas, I think this program will grow. Manager of the Achievement Program George Gilbert, and Contest Chairman Carey Jenkins work in those programs and also help promote them individually. And don't forget our Member Aid Chairman Charlie Brown, MMR. If he doesn't have an answer to a question, he can get one. Thanks go out to everyone who makes this Education Department a success in the SER.

There is so much opportunity for satisfaction, enjoyment and growth for those of us who are NMRA members. I think that many people tend to worry too much about the politics of the organization and forget about the modeling aspect for which it is all about. They and the non-members dwell on the minor negatives rather than the major positives the NMRA has.

Let's look forward to a positive and progressive modeling year !



## Convention Chairman

Tom Cusker



First off I want to thank Phil Hutchinson for hosting this year's convention in Montgomery. Everyone had a great time. I know Paul will have lots of great coverage elsewhere in **The SouthErneR**.

Now for some really good news. We have conventions lined up for the next three years. Each of the three divisions have approach the board asking to host their respective convention and each has been accepted.

### 2006 Memphis

As mentioned in previous issues the 2006 Convention will be hosted by the Bluff City Division in Memphis. Chairman Mike Fleming and his committee are planning some real special activates for you next year. This includes two great prototype tours. One tour will be the FedEx hub to see how your packages come in, get sorted and go back out. The second tour will be of the Memphis trolley maintenance barn. The hotel has a golf course that will be available on Thursday thru Sunday for your playing enjoyment. Along with the standard convention activities they will have around 20 home layouts and a live steam layout running on the convention hotel property. Watch for more details in **The**

**SouthErneR** or visit their web site for more details. You can reach their web site from the link on the SER web site.

### 2007 Atlanta

Our 2007 convention will be hosted by the Piedmont Division in an area north of Atlanta. This will give us some new territory to visit. Usually when we have been in Atlanta we have been close to the center of the city. They are just beginning to put together their plans which you will begin hearing about later this year.

### 2008 Convention

More great news! The Land-O-Sky Division has offered to host the 2008 Convention in Asheville, NC. The last time we were in Asheville was 1997 and those that attended that convention will remember we had a great time. Fred Coleman will be serving as convention chairman. More details will be available later.

So you can see we have three great years ahead of us. One big difference with the upcoming conventions is they will NOT be on Memorial Day weekend. So watch the SouthErneR for more information including the dates of the convention.

Tom Cusker  
Convention Co-coordinator

## The VP's Keyboard

Pat Turner



I was unable to attend the SER convention in Montgomery due to Rhonda (my wife) having gall bladder surgery. She has recovered well under my care and is back to normal for her? We would not have her any other way. This was the first convention we have missed in the last 10 years, but that was still a great loss in my mind and as such I am sorry to say I have nothing to report from the convention although I heard it was good.

We have been busy with other business such as remodeling, adding on to our house and starting a new business. There has also

been very little business for the V.P. to attend to.

No one has contacted me about web space for their division? This is still an open offer that the SER will host any divisions web page. I am looking towards getting the Headquarters Division an official web page up in the next few months.

I am also looking at other actives within the Headquarters Division. With that I will have to say that is all there is to report from the office of the V.P., please do not hesitate to contact me with anything I can help you or your division with.

Pat Turner  
candsn3@mindspring.com

# Achievement Program Report

George Gilbert



This report covers Achievement Program activity in the SER since the 2004 SER convention. In that period of time there have been 2 Golden Spike Awards and 11 AP Certificates Awarded. I am currently reviewing 3 submitted SOQ's and fully expect to be able to forward them to National.

Presentation of Certificates has been something of a concern to me. It would be nice to do something better than simply mailing the certificate in a manila envelope with a piece of cardboard to keep it flat. I was able to travel to Crossville to personally make one presentation.

Some certificates going to Piedmont were sent to Joe Nichols, Sr. for presentation in local meetings. For those certificates that remained to be mailed, I was able to obtain (free of charge) some nice certificate folders. I think this makes an improved presentation for mailed certificates.

## A. P. Certificates Awarded:

Golden Spike

**Victor Kacmarick, Russel Childs, George Bloodworth**

MR Electrical Engineer  
**Robert McIntyre,**

Master Builder, Cars  
**Charlie Crawford**

Master Builder, Scenery  
**Charles Lampman, Larry Burkholder**

Association Volunteer  
**Richard Coble, Joe Gelmini, Scott Perry, D. Terry Pitts**

Model Railroad Author  
**Mike Braunstein, Robert McIntyre, John G. Stevens, Paul V. Voelker**

SOUTHEASTERN REGION - NMRA	
CASH AND INVESTMENT SUMMARY	
FEBRUARY 1, 2005 TO APRIL 30, 2005	
<b>ASSETS</b>	
CHECKING ACCOUNT	\$4,379.72
CERTIFICATES OF DEPOSIT	\$18,180.23
<b>TOTAL CASH AND INVESTMENTS</b>	<b>\$22,559.95</b>
<b>LIABILITIES AND RESERVES</b>	
RESERVE FOR LIFE DUES	\$8,132.00
RESERVE FOR FUTURE YEARS DUES	\$1,730.00
YARBOROUGH FUND	\$600.00
SOUTHERNER ENDOWMENT	\$8,796.71
<b>TOTAL LIABILITIES/RESERVES</b>	<b>\$17,188.71</b>
<b>NOW DESIGNATED CASH</b>	<b>\$5,391.24</b>
Randall Watson - SER Treasurer	
This report does not include non-cash assets such as Patches and Decals.	
There are (1) outstanding expenses totaling \$825.00 as of this report date.	
There are (0) deposits totaling \$665.58 not credited as of this report date.	

SOUTHEASTERN REGION - NMRA	
CASH RECEIPTS AND DISBURSEMENTS	
FEBRUARY 1, 2005 TO APRIL 30, 2005	
BEGINNING BALANCE - CHECKING ACCOUNT (02/01/05)	\$4,494.41
<b>RECEIPTS</b>	
INTEREST CDS	\$158.42
MEMBERSHIP	\$697.00
PHR AD's and SOUTHERNER AD's	\$15.00
<b>TOTAL RECEIPTS</b>	<b>\$870.42</b>
<b>DISBURSEMENTS</b>	
SOUTHERNER PRINTING WINTER 2005	\$704.09
SOUTHERNER POSTAGE SPRING 2005	\$191.02
<b>TOTAL DISBURSEMENTS</b>	<b>\$895.11</b>
ENDING BALANCE - CHECKING ACCOUNT (04/30/05)	\$4,379.72

SOUTHEASTERN REGION - NMRA	
PROPOSED BUDGET	
MAY, 2005 TO MAY, 2006	
<b>EXPENSE</b>	
President's expenses	\$ 50.00
V. President expense	\$ 25.00
Secretary expense	\$ 35.00
Treasurer	Incorporation Fee \$ 30.00
	Bank Charge \$ 90.00
	Bond \$ 170.00
Registrar	Mailing to membership \$ 500.00
Startup Seed Money for 2006 Convention	\$ 500.00
<b>Education programs</b>	
	Contest awards \$ 300.00
	AP \$ 50.00
	Muller & 101 \$ 120.00
	Calahan \$ 50.00
	Yarbrough \$ 65.00
Good and Welfare	\$ 50.00
SouthEmeR	\$1,175.00 X 4 \$4,716.00
Convention Chairman	\$ 50.00
Web address (Domain Name)	\$ 35.00
<b>Expense Total</b>	<b>\$8,846.01</b>
<b>INCOME</b>	
Dues (SER Members 1845 @ \$2.00)	\$ 3,690.00
Southerner Subscribers @ \$8.00	\$ 3,728.00
Southerner Anticipated New Subscribers @ \$8.00	\$ 128.00
Interest from Cds	\$ 420.00
2005 Convention revenue estimate	\$ 500.00
SouthEmeR Ad's	\$ 235.00
Region cars	\$ -
Seed Money (Back from) Convention	\$ 500.00
<b>Income Total</b>	<b>\$8,291.00</b>
Surplus	\$1,365.00
Randall Watson - SER Treasurer	



# THE CLUB CAR

This is a list of clubs and organizations in the South Eastern 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: [voelkerpv@msn.com](mailto:voelkerpv@msn.com). Please note, you must provide a contact name and phone number! If you have a website you can send us the URL as well!

## Atlantic Division 8

**Atlantic Division**, Savannah, GA. Nate Stone (912) 354-2604  
**Coastal Rail Buffs**, Savannah, GA., Nate Stone, (912) 354-2606  
<http://www.coastalrailbuffs.org/>  
**Golden Isles Model Railroad Club**, Brunswick, GA.  
**Grand Strand Model Engineers**, Myrtle Beach, SC.

## Bluff City Division 10

**Bluff City Division**, Memphis, TN, Ned B. Savage, (901) 682-8716  
**The Memphis N-Scale Road Railers**  
**The Memphis Society of Model Engineers—The 1<sup>st</sup> Saturday Night Group** meets at the Highland Street Church of Christ, at 7:30 PM contact Ned for additional information at: [nssavage@juno.com](mailto:nssavage@juno.com)

## Central Savannah River Division 9

**Central Savannah River Division**, Augusta, GA, Terry Pitts, Jr. (706) 636-9581  
**Georgia-Carolina Model Railroaders**, Augusta, GA, Roy Tritt (706) 733-6870

## Cumberland Division 11

**Cumberland Division**, Brentwood, TN., Bob Hultman (615) 833-5158  
**Nashville NTRAK**, Nashville, TN., Ken Herrell (615) 352-4576  
<http://www.nashvillentrak.org>  
**Nashville Garden Railway Society**, Nashville, TN., Ross Evans (615) 292-6555  
**Tennessee Central Railway Museum**, Nashville, TN.,  
 Terry Bebout, (615) 244-9001 FAX -2120 [terry.bebout@earthlink.net](mailto:terry.bebout@earthlink.net)  
<http://tcry.org>  
**Mid-South Live Steamers**, Columbia, TN., Hank Sherwood (615) 665-0512  
[www.midsouthlivesteamers.org](http://www.midsouthlivesteamers.org) [midsouthlivesteamers@yahoo.com](mailto:midsouthlivesteamers@yahoo.com)

## Dixie Division 3

**Dixie Division**, Phil Hutchinson, Montgomery, AL, (334) 272-1933  
**Central Alabama Model RR Club**, Montgomery/Prattville, AL,  
 Phil Hutchinson, (334) 272-1933  
**Alabama Model Railroad Association**, Opelika, AL  
**Southeast Alabama Model Railroad Club**, Dothan, AL, Chuck  
 Batherson (334) 677-3413

## Empire Division 6

**Empire Division**, Richard Dalrymple, Macon, GA., (478) 471-8883 FAX -8994  
**Columbus Model Railroad Club**, Columbus, GA., David Cotton (706) 323-1417  
**Flint River Model Railroad Club**, Albany, GA., Jimmy Swinn (299) 883-3517  
**Middle Georgia Model Railroad Club**, Warner Robbins, GA  
<http://members.cox.net/mgmrcc/> Bill Attaway (478) 328-1743  
[mgmrcc@cox.net](mailto:mgmrcc@cox.net)  
**Thomasville Model Railroad Club**, Thomasville, GA., Ben Strickland (912) 465-3730

## Gulf Division 4

**Gulf Division**, Pensacola, FL, Ed Dice (850) 293-3532 cell - (850) 455-1313 home  
**Miracle Strip Model RR Club**, Shalimar, FL Chris Beard (850)-244-0161  
[www.geocities.com/miraclestriprrclub](http://www.geocities.com/miraclestriprrclub) [rafollacchio@pcola.med.navy.mil](mailto:rafollacchio@pcola.med.navy.mil)  
**Emerald Coast Garden Railway Club** monthly meeting usually on third Saturday of

the month at 1:30 PM in the Diner Car of the West Florida RR Museum, Milton FL,  
 POC: EdwardDice@aol.com or 850-293-3532  
**Mobile Society of Model Engineers**. Dave Miller, at (251) 645-2296 for information  
**West Florida Model Railroad Club**, Milton, FL Keith Rapley (850) 434-6374  
**West Florida Railroad Museum**, Milton, FL  
**Pensacola Model Railroad Club**, Pensacola, FL  
**Southwest Alabama Railroad Modelers (SWARM)**, Mobile, AL  
 Herb Kern (251) 660-1659 George Nelson ( ) -

## Headquarters Division 13

**Headquarters Division**, <http://www.camrc.org>  
**Chattanooga Area Model Railroad Club**, Dale Bryant [dale.bryant@camrc.org](mailto:dale.bryant@camrc.org)  
 (423) 752-0141 or (423) 991-5243 [www.camrc.org](http://www.camrc.org)  
**Chattanooga Society of Model Engineers**, Dunlap, TN  
<http://csme.livesteamtrains.com> Andy Morrison (423) 344-8502  
**Crossville Model Railroad Club**, Crossville, TN, Mike Ferry (931) 788-1828  
[ferrym@citlink.net](http://ferrym@citlink.net)

## Land O'Sky Division 15

**Land O' Sky Division**, Naples, N.C., Fred Coleman (828) 694-0339  
**Apple Valley Model Railroad Club**, Hendersonville, NC, Ben Bartlett (828) 883-2799  
 Located in the Hendersonville Station, Open for visitors every Saturday 10 AM—2 PM,  
 We always consider new member candidates. <http://AVMRC.com>  
 Western North Carolina Model Railroaders, Fred Coleman (828) 694-0339

## Magnolia Division 14

**Magnolia Division**, Pascagoula, MS., Mike Barry (228) 762-0929  
**Jackson Society of Model Engineers**, Jackson, MS  
 Jackie Meck (601) 842-0909 [www.jsme.org](http://www.jsme.org)

## MidSouth Division 1

**Mid-South Division**, Fayetteville, TN., Thomas Bailey (931) 433-4207  
<http://www.geocities.com/mta136/>  
**Northeast Alabama Model Railroad Club**, Guntersville, AL  
 Charles Dick (205) 878-2537 [charlesdick@mindspring.com](mailto:charlesdick@mindspring.com)  
**Redstone Model Railroad Club**, Huntsville, AL

## Palmetto Division 7

**Palmetto Division**, William E. Alverson (864) 877-0432  
**Associated Model Railroads of Columbia**, Columbia, SC  
 Jack Huffman 803-699-2518 or [amroc.org](http://amroc.org) for information.  
**Central Railway Model & Historical Association**, Pickens, SC,  
 Howard R. Garner (864) 878-4705 [hrgarner@innova.net](mailto:hrgarner@innova.net)

## Piedmont Division 5

**Piedmont Division**, Alpharetta, GA., Bob McIntyre (770) 518-8932  
**Chattahoochee Express Operating Group**, Bob McIntyre (770) 518-8932  
**Georgia Association of Narrow Gaugers**, Pat Turner (423) 744-0429  
<http://groups.yahoo.com/group/georgiangaugers>  
[GeorgiaNGers@yahoo.com](mailto:GeorgiaNGers@yahoo.com)  
**Georgia Society of Ferroquinologists**, Marietta, Bob Hoenes (770) 422-0081  
**Metro Atlanta N Scalars**, Atlanta, GA,  
 Charles Leak (404) 262-2969 or George Potter (770) 339-4775  
**Model Railroad Club of Atlanta**, Atlanta, GA, Terry Weldon (770) 979-0473  
**North Atlanta O-Gauge Railroad Club**, Roswell, GA, Jeff Pergl (770) 516-6378  
**North Georgia Lego Train Club**, James Trobaugh (770)-844-1076  
<http://www.nglrc.org> OR [questions@nglrc.org](mailto:questions@nglrc.org)  
**North Georgia Modurail**, Jon Cook (770) 993-9620  
**Northwest Georgia N Track Club**, Woodstock, GA  
 Located in the Woodstock Depot—Downtown Woodstock at Canton Rd./Arnold Mill  
**P.E.P.S.I. Lines**, 220 Washington Street, Gainesville, GA  
**Tri-State Area Model Railroad, Inc.**, Gordon Tuenge, (706) 455-8903  
[gotrains@yahoo.com](mailto:gotrains@yahoo.com)

## Smoky Mountain Division 12

**Smoky Mountain Division**, Larry Burkholder (865) 408-9903  
**Knoxville Area Model Railroaders**, Oak Ridge, TN,  
 Larry Burkholder, (865) 408-9903  
**Mountain Empire Modular Railroaders**, Johnson City, TN  
 East Tennessee State University - Carrol Reece Museum  
 Dean Odiorne, (423) 246-8998 [pepperpikesn2@yahoo.com](mailto:pepperpikesn2@yahoo.com)

## Steel City Division 2

**Steel City Division**, Birmingham, AL, Tom Cusker (205) 621-1778  
**Black Warrior Model Railroad Society**, Tuscaloosa, AL, Bob Way 205-556-3073  
**Mobile Society of Model Engineers**, Alabama Gulf - Chapter, NRHS  
 2800 Graham Rd., S. Mobile, AL Call Dave Miller (251) 645-2296 for information  
**Wrecking Crew Model RR Club**, Bessemer, AL, 1004 West Lake Mall

## AUGUSTIN HISCANO

It is with much sadness that I am reporting on the passing of yet another Sunshine Region member and former Orange Blossom Hobbies icon, **Augie Hiscano**, who passed away suddenly, unexpectedly, yet peacefully at his home this afternoon [April 21st]. Most everyone in the Sunshine Region [and many in the SouthEastern Region] will remember and miss Augie, as will many modelers all over the world.

Augie was well known by model railroaders for his expertise in the train hobby, particularly brass models, but for over 40 years he was equally well known in the field of scale model automobiles for his exquisite craftsmanship and innovative construction techniques.

After his retirement from Orange Blossom Hobbies, Augie became fascinated by the hobby of miniature machining and metal working, giving many clinics and seminars on the subject at modeler's conventions all over the country. He will be missed by all.

Respectfully,  
 Bill Nielsen  
 Oakland Park FL

# DIVISION NEWS

## LAND O' SKY - Division 15

Fred Coleman—coleman@bellsouth.net



**Mr. Ryan Scott, Operations Manager of GSMR, leads a tour of the shop area at Dillsboro, NC. The boiler of GSMR 1702 can be seen on the track behind him.**

In an effort to promote the hobby, our module crew appeared in April at the train show in Hickory, NC. An event in Bryson City in support of activities on the Great Smoky Mountain Railroad in May was rained out.

Speaking of the Great Smoky Mountain Railroad, members of the Southern Railway Historical Association (SRHA) held their annual convention in our backyard (actually in nearby Dillsboro) in May. Great hospitality and perfect weather made for an enjoyable weekend.

Dillsboro is the home the Great Smoky Mountain Railroad (GSMR), present operators of part of what was the Murphy Branch of the Southern Railway. According to GSMR officials, this was the first

railroad convention in town. Activities included a tour of the GSMR shops, two train rides, and a visit to the Scenic Model Railroad Museum in Bryson City. The annual banquet speaker was Mr. Michael George, author of *Southern Railway's*



**GSMR personnel shifting cars in preparation for the afternoon trip from Bryson City to the Recreation Center on the Nantahala River. Unlike many railroad settings today, visitors are welcome and allowed to take pictures on GSMR property.**

*Murphy Branch (1995), Passage Through Time (2000) and Louisville and Nashville's Atlanta Division (2000).* He discussed the copper mining activities that provided the original stimulus for the construction of the Murphy Branch in the latter part of the 19<sup>th</sup> century.

SRHA members interested in the status of the two steam locomotives owned and operated by GSMR got to see both engines first hand as they are at the repair shop in Dillsboro this summer. GSMR 1702, a 2-8-0, was built for the Army in 1942 and operated on various lines before coming to GSMR



**A westbound GSMR excursion rounds the big curve near mile post 51, a few miles west of Dillsboro, NC. The Tuckasegee River is just below on the right. During the SRHA excursion, beautiful clouds against a bright blue sky, bright green foliage, and comfortable temperatures in the low 70s made for a perfect spring afternoon and an enjoyable train ride.**



**Operations on the O Scale layout of the Scenic Model Railroad Museum in Bryson City, NC are continuous and interesting. The museum features a large operating layout, with six trains on nearly 1000 feet of track, and a collection of over 7,000 Lionel Engines, cars, and accessories. For more information go to [www.smokeymtntrains.com](http://www.smokeymtntrains.com).**

**PALMETTO - Division 7**  
**Bill Alverson—[wealverson@juno.com](mailto:wealverson@juno.com)**

In spite of a very ominous weather front moving in, about fifty brave souls ventured out for the Palmetto Division meeting and "get-together" held in Greer, SC, on April 30. Attendees came from all points of the division, and some from NC also.

Two clinics were held in the morning, one on railroad photography by Don Steen, and one on glue usage, technique, and safety by Marv Havens. Both were very informative. Don illustrated the "do's and don't's" of photographic techniques with beautiful slides made over the years. Marv is a PhD in chemistry, and gave us some excellent tips on the various cements we use. A favorite model (rolling stock and structure) vote was held, as was a swap meet.

in 1991. At the end of the season in 2004, a routine boiler inspection revealed boiler problems that required extensive overhaul. That repair work is presently underway. The other steam engine, Southern 722, is also at the shop. GSMR is committed to getting both engines back in service. Meanwhile, a fleet of four good-looking diesel locomotives are keeping the trains running.

**For more information about activities at GSMR visit their website at:**

[www.GMR.com](http://www.GMR.com)

**For more information about the SRHA, visit their website at:**

[www.srha.net](http://www.srha.net)

After lunch, Marv Haven's prototype tour of River Junction was cancelled due to the inclement weather. Four local layouts (one N, three HO) were on tap for the afternoon, and it seemed that the majority of the attendees took in two or three of these. Overall comments were very positive, and quite a lot were in the "Let's do it again" tone!

As Division Superintendent, my thanks go to all those who came and participated--you helped make the meet far exceed our host group's expectations!

A meet is in the works for early November (Model Railroad month) but details have not been finalized.

W. E. "Bill" Alverson



In the summer of 1994 a GE C41-8W, UP #9501, leads a stack train through the yards in Cheyenne, WY.

The trailing unit is a C36-7, also a GE unit. #9057 came painted in UP colors and in UP's numbering scheme (9000 class) but lettered for Missouri Pacific when first delivered. It was eventually relettered for UP.

**Photo courtesy of Thomas A. Corchado**

## GULF - Division 4

Ed Dice—EdwardDice@aol.com

Activity in the Gulf Division is perking right along during this Spring and will keep chugging along into the Summer and Fall.

March roared in with the Fairhope Train Show over in Fairhope, Alabama during the weekend of 19-20 March 2005. It was hosted by the Southwest Alabama Railroad Modelers (SWARM) and held in conjunction with the annual Fairhope Arts and Crafts Festival. SWARM has been hosting this train show continuously for several years. Besides the usual assortment of model train vendors, several modular layouts were also present demonstrating many aspects of model railroading in several different scales, from N to G. This was also the first appearance of the Emerald Coast Garden Railway Club with its mobile G scale railroad that was set up in front of the elementary school in a 70'x35' lawn area and helped draw in more people to the train show. Herb Kern and all the rest of the SWARM membership put on another great train show this past March.

April showers brought in the Santa Rosa (Florida) County Fair, an Ivan casualty that was postponed. This event included the ECGRC G scale railroad appearing for the first time at the Fair. It was a great exhibit, albeit a small 20'x20' area. I discussed model railroading in many different aspects and scales to a myriad of people all through the 5-10 April 2005 run of the Fair.

The West Florida Railroad Museum of Milton, Florida held its Spring Open House on 16 April 2005. This was an important Open House since Ivan had caused great damage last September and forced the cancellation of the Fall Open House last October. The new roof was literally still being put on as we did the final preparations for the Open House. The roofers got the Depot and Freight House roofs up and on just in time for the Open House. We held the model train swap meet along with the permanent HO scale layout, the Miracle Strip N scale modular layout from Fort Walton, Florida, and the ECGRC G scale railroad out on the 1:1 flatcar. We had a great time with fantastic weather and plenty of hamburgers and hot dogs. A great time was had by all. Our next Fall Open House is 15 October 2005 and will focus on the RR Museum's railroading history and historical crafts.

May blossomed forth with the SER Convention up in Montgomery this past Memorial Day weekend. The ECGRC participated with its G scale railroad up on

the stage of the Shriners Hall along with several other modular layouts from around the SER area. A good time was had by all.

June brings the 2nd Annual All Scales Model Railroad Show hosted by the Gulf Coast Model Railroad Club at the Imperial Place Hotel & Casino Convention Center. Last years train show went great and we are eager to participate again with the ECGRC G scale railroad in a huge 40'x70' space and with the addition of a G scale timesaver-type switching layout. We are preparing things as I write this Summer Report on the Gulf Division. We look forward to another great show in Biloxi, Mississippi, just a hop-skip-and-a-jump down the road from over here in Pensacola, FL.

Model railroading events continue throughout the rest of the year. July will have the Train Collectors Association having their division meet in Jay, Florida. It is a small swap meet of various scales and will include a small G scale setup of two loops of G scale railroading. The TCA will also hold their October division meet on 8 October at the West Florida Railroad Museum in Milton, Florida.

The Miracle Strip Club in Fort Walton, Florida continues with their weekly get-togethers and still have to have multiple operating sessions for their HO scale DCC layout throughout the week to handle all of its members. The West Florida Model Railroad Club runs its HO scale layout every Saturday. The Emerald Coast Garden Railroad Club has their monthly meetings on the 3rd Saturday of the month at the West Florida Railroad Museum. And SouthWest Alabama Railroad Modelers hold their monthly meetings at various members homes in a round robin fashion to display member's home layouts in O, HO, and N scales.

September will bring the annual Dothan Train Show hosted by the Wiregrass Railroad Historical Society on 10-11 September 2005 in the Peanut Festival Park in Dothan, Alabama. It will have lots of vendors from all across the area as well as modular model railroads in many different scales from G scale down to N and maybe Z scales.

The Pensacola Model Train Club has offered and was approved by the SER Board to host the 2009 SER Convention down here in Pensacola, Florida. Remember that we have the best white sand for the whole Gulf Coast. Plus, lots of things to see and do, such as the Naval Air Museum, gulf fishing, and great championship golf courses. Loads and loads of fun.

Foley, Alabama is expanding their RR Museum to include a very large O scale layout donated to the city by a benefactor in Birmingham, Alabama. No details yet as to when the large O scale layout will be up and running, but work is progressing and we look forward to more details shortly down the tracks.

The Emerald Coast Garden Railway Club is happy to announce their permanent G scale railroad at the West Florida Railroad Museum. The first portion is planned to be up and running by September and in fine shape by the RR Museum Open House of 15 October. We also are working hard to get the 7-1/2 inch riding railroad up and going for the Open House. It was under 3 feet of water and severely damaged by Hurricane Ivan and will receive renewed attention of our collective manpower now that the rest of the RR Museum is in fine shape.

Lastly, we all look forward to GATS returning to Pensacola this coming 3-4 December 2005. We had a great time last December 2003 and look forward to another great train show and lots of train running time. As we continue to clean up from Hurricane Ivan and deal with its after-effects, especially the new virulent weeds Ivan blew and the two drenching 100-year rains we recently had, we wish you all a great summer. Now everyone all together now, blow all of those hurricanes out into the Atlantic way far away.....

**HEADQUARTERS - Division 13**  
Pat Turner—Pat@Sn3.org

Not much else to report at this time other than the Chattanooga Area Model RR Club and the Crossville Model RR Club are both doing well with regular meetings.

Headquarters Division is currently looking at a fund raising project for 2006 to raise funds for the funding of future division meetings and door prizes. All I can say at this time is this future project is a RR car project. While this is rather vague at this time I am working on getting together regular division meetings for the Headquarters division at a central location. Possibly the Cedar Springs RR near Calhoun, TN. Other locations are also being considered.

Pat Turner candsn3@mindspring.com



At a press conference at the Company's headquarters, **Mr. Ron Gough**, owner and sole proprietor of the National Southern Railroad Co. (NSoRR) was pleased to announce the opening of the new ash pit and hoist. With the new facility in place, **Mr. Gough** pointed-out how the hoist will provide definitive cost savings to the Company as the whole ash disposal operation can now be handled by just one man.

A special Thank You to **Mr. Paul Voelker** was also mentioned during the press briefing, for his help in providing a schematic drawing for the hoist. A photo of the new hoist, cart and pit is shown here.

**Ron Gough**  
**Owner & Sole Proprietor**  
**National Southern Railroad Co.**

It seems that each month I write about all of the many Division activities that are keeping the members busy but it is true, we are a very active group. The combination of scheduled events and the new programs continue to challenge the regular volunteers and require many new people to step forward and help out. We want thank everyone who assisted in that capacity.

In March the Division completed the Annual Train Show. It had one of the highest attendances on record. We utilized over 60 volunteers. It takes a minimum of that many people over three days to put on the Show. If you have visited the event you know that it is the premier Show in the Atlanta Area. If you have not attended put it on your calendar for 2005. The Piedmont Division wants to thank the attendees, vendors, the Train Show staff, and the volunteers who made it all possible.

operating is one great way to get together with your friends to learn about prototype and model railroad train movements, railroad history, and to have fun. The Division has a number of standing operating groups with a number of new groups forming.



In April Keith Retterer conducted a clinic titled, "Pressed Steel Boxcar Ends (We have known and loved)". He not only showed us how to build the cars but also went into detail on the history of the car and why they were built. The really cool part of the clinic was when he showed us how to vacuum form the boxcar ends with his homemade vacuum former!

Joe Gelmini has done a tremendous job building his new "Georgia Great Southern Railroad". He shared his progress in the May clinic. It was a well put on slideshow that showed huge progress on creative scenery methods. The layout looks almost complete. He shared the layout in an open house on Sunday May 15<sup>th</sup>. He had a great attendance.

Last we cannot thank Ron Gough for hosting the April Open House. The scenery on his layout is 100% complete and layout looks fantastic. It will be open again during the Piedmont Pilgrimage Open House program in November.



The attendance at our monthly meetings the second Tuesday of each month has been averaging over 80 people. This continues to set new records. The reason for the high number is because of membership benefits such as our Division Book and Video libraries. Each month a member can check out two books or videos and keep them until the next meeting. The libraries are stocked by donations and Division purchases.

In addition, each month the meeting features a high quality clinic present by a member of the Division. In March yours truly, me, conducted a clinic on "Model Railroad Operations, Why Not". The focus was to look at your layout for operating possibilities. Also,



## BLUFF CITY - Division 10

Ned B. Savage - [nssavage@juno.com](mailto:nssavage@juno.com)

The Bluff City Division' 2006 SER Convention Committee has picked a Logo for the event. The Logo for this event will be "Rail'n On The River". Plans, objectives, and goals have been set. Help from all of Memphis Area's rail enthusiasts is being solicited, as well as from all of the members of the Bluff City Division. We already know that the Division's Membership will increase, and with some of the goals that are being planned they may find that they will want stay members for some time to come. The Committee is putting together a CD with a montage of photos of some of the area's layouts and places to see.

The Committee also has been in contact with the two neighboring Regions and we are actively seeking their attendance at the 2006 Southeast Region's Convention. It was determined that both of these regions have their 2006 conventions in the far-western part of their respective regions, as well.

In other news, the Mid-South Rail Runners Group (N-Scale Modular) is hard at work building their "one track" layout addition to the existing modular layout. The existing 3-track mainline, 42 foot by 24 foot,

modular layout is housed in a set up position, and this new addition is being built in phases. The first of three phases is to be about 56 feet long, which will provide about 115 feet in length of mainline, plus there are to be some large classification yards on this section. The total planned mainline length is to be about 300 feet long, and is to depict the L&N between Memphis, TN & Bowling Green, KY.

This new layout is being built in a modular configuration, but it is not planning to be transported to shows. It will stay in-place when the layouts that have been designated "Show Layouts" are temporarily removed and transported to a Show somewhere. It has already been decided that this layout will not be taken to the SER 2006 Show, but will be offered as a layout on the "Home Layout Tour", as well the Memphis Modular Groups' HO Scale Layout that is set up next to the N-Scale. The HO Group is planning to build a "Free-mode Layout" that will inter-connect to their modular layout in this same location.

There will be more 2006 SER Convention information coming and it will be passed along in future Bluff City Division articles or reports.

## CUMBERLAND - Division 11

Bob Hultman - [hultman@earthlink.net](mailto:hultman@earthlink.net)

<http://tcry.org/news.htm>

Cumberland Division continues its promotion of model railroading through public shows and events at Cumberland Division/TC Ry Museum. Both HO and N scale modular RRs displayed at the Feb 2005 GATS in Nashville. The April 2005 Division Meet attracted over 300 attendees and almost 30 dealer tables.

Three different home railroads were on the self-guided layout tour. Dan Cole's Pacific RR Co (HO Standard, HOn2 & HOn30) was featured in a recent issue of Railroad Model Craftsman. Home railroads are being built by Barry Beckett (N scale) and Bill Hemrick (HO).

Sad news is that Dave Johnston's large HO Clinchfield RR has been dismantled..... this railroad is where dozens of modelers in all scales honed their operating skills over the years. The Division is eternally indebted to Dave for his most generous sharing of the hobby. Dave's sectional HO version of the Clinchfield has gone to a new hobby shop, Southbound Trains, in Franklin TN for use in public

displays promoting the hobby.

Future large-scale displays include the 10-day TN State Fair Sep 9-18 where the HO modular RR will have a 30' x 60' area to fill and the Adventure Science Center's (Nashville museum) Whistlestop Weekend in early November 2005 where the Nashville Ntrak modular RR sets up for about a 3-month run and the HO RR sets up for hopefully a 10-day run. Also we have Day Out With Thomas 2005 coming back the first 2 weekends in September. So, we have a full plate and look forward to these opportunities.

Mike Curtis with Nashville Ntrak reminded me that Nashville Ntrak will be starting construction in Dec 2005 of an N scale RR in the Smyrna TN depot now being renovated. Mike and other Nashville Ntrakers are working closely with the City of Smyrna and the architects on this project.

Bob Hultman  
Cumberland Div Co-Superintendent

**SMOKY MOUNTAIN - Division 12**  
**Larry Burkholder - labtexan@chartertn.net**

The Smoky Mountain Division held its first Division event since 2001, a picnic on April 24<sup>th</sup> at The Little River Railroad in Townsend, Tennessee. Unfortunately the weather was cold and rainy so attendance was sparse. Those hardy few that did attend seemed to enjoy the day, with some old acquaintances renewed. The Little River Railroad has an excellent museum and a restored three-truck shay that used to operate on this logging railroad. Thanks to a restaurant next door, we were able to hold our eating part of the picnic indoors.



*Bluff City full Memphis view.*

The first session was held on May 7<sup>th</sup> and great fun was had by all. The next one is scheduled for June 4<sup>th</sup>.

Another activity that has been suggested is to have a day of clinics that the public could attend to learn about model railroading and basic modeling techniques. Since it is so hard to arrange professional vendors for a regular "train show", this idea seems like a good one. I would appreciate receiving comments from anyone in other divisions that have done this.

The Knoxville Area Model Railroaders, in cooperation with the Children's Museum of Oak Ridge, will be conducting the annual week-long, half-day model railroading summer camp in July. A number of Division 12 members participate as instructors. Last year twenty children aged 8 to 12 attended. The plan this year is to help each child build a T-Trak module and associated modeling in N scale.

The DIY television network, headquartered in Knoxville, is currently filming a new series on model railroading which they plan to air starting in September or October. Yours truly and another Div. 12 member, Jim Schall, joined Master Model Railroader Miles Hale from Kansas City in building several layouts and associated models for the first five episodes covering basic modeling techniques and options. Miles is also one of the guest hosts on several of the shows. Segments will also focus on showing outstanding home layouts around the country that mimic prototype operations. Another set of shows will focus on building a garden railroad. I am lobbying to have those segments filmed at a site at the Children's Museum in Oak Ridge, also home of the Knoxville Area Model Railroaders. Mark your calendar to check your local listings to catch these shows when they air.



*Allen Keller in layout room.*

Another on-going event in the Division was initiated by Allen Keller with his Bluff City Railroad in Talbott. This layout models the area around Memphis, encompassing three states and was built for operations. Allen and several friends meet regularly to operate and Allen thought Division members might enjoy learning the fun of "operations". Ten members have accepted the invitation and a series of Saturdays are scheduled to allow three to four at a time to join Allen and his friends for a day of operations. About twelve trains, passenger and freight, are put through their paces over a four to five hour period.



*Bluff City Yard with Yard Master.*

# UPCOMING EVENTS

Please send info on your event to the **SouthErneR** at least 6 months prior to the next deadline for it to appear in time or before for your event takes place.

## NATIONAL CONVENTIONS

**2006 Philadelphia, PA** "Independence Junction 2006"  
July 2-11 [www.ij2006.org](http://www.ij2006.org)

**2007 Detroit, MI** "Great Lakes Express 2007"  
July 22-29 [www.gle2007.org](http://www.gle2007.org)

## REGION CONVENTIONS

**2005 MER Oct. 28—30 Cary, NC**  
(See pages 39-40) Website:  
<http://trainweb.org/cpd13/mer05>

**2006 SER June 9, 10, 11 Memphis, TN**  
Hosted by: Memphis Society of Model  
Railroaders, Bluff City Division, NMRA  
Whispering Woods Hotel &  
Conference Center, 11200 E. Goodman Road,  
Olive Branch, MS  
(10 minutes south of Memphis)  
**Website:** [www.msrmr.name](http://www.msrmr.name)  
Or call: Mike Fleming 901-461-7138 or  
Greg Scharfetter 901-377-8094

## DIVISION MEETS

**Land O'Sky Division - Regular Meeting**  
First Thursday of Every Month, All Souls  
Cathedral in Biltmore, NC, 7:00 pm. until  
Concluded.

**Piedmont Division - Regular Meeting**  
2nd Tuesday of Every Month, Elks Lodge,  
1775 Montreal Rd., Tucker (Atlanta - East Side)

**Smoky Mountain Division—Regular Meeting**  
1st & 3rd Sunday of every month  
Children's Museum of Oak Ridge,  
Oak Ridge, TN  
3 - 5 pm work or operating sessions  
5 pm business meeting 1st Sunday

**Steel City Division - Regular Meeting**  
Third Thursday of Every Month,  
Southside Branch  
Public Library at 7:00 pm.  
1814 11th Avenue South, Birmingham, AL

## LOCAL SHOWS & EVENTS

(Date Order by State)

- *Alabama* -

- *Georgia* -

**August 13, 2005 Norcross 9:00 AM - 4:00 PM**  
30th Atlanta Model Train & Railroadiana Show  
North Atlanta Trade Center,  
1700 Jeurgens Court [www.gserr.com](http://www.gserr.com)  
*E-Mail: [Crossrails@earthlink.net](mailto:Crossrails@earthlink.net)*

**September 24, 2005 Tucker (Atlanta)**  
**Third Semi-Annual Auction**  
Elks Lodge, 1775 Montreal Road, Tucker, GA  
Contact: Howard Goodwin 770-529-2103  
*horn69@bellsouth.net*

**November—Layout Open House tours on  
every weekend during the month of November**  
**Check it out at:** [www.piedmont-div.org](http://www.piedmont-div.org)

- *Florida* -

- *Mississippi* -

- *North Carolina* -

**October 8, 2005 Flat Rock (Hendersonville)**  
**10 AM—3 PM Autumn Rails 2005**  
**6th Annual Model Railroad Show**  
**& Swap Meet** [www.fbe-ntrak.com](http://www.fbe-ntrak.com)  
Bonclarken Assembly Auditorium,  
Blue Ridge Road, Flat Rock, NC  
Admission: Teens & Adults - \$4, Under 13 - Free

**October 14 & 15, 2005 Narrow Track 05**  
**Narrow Gauge Meet** Silvermont Mansion,  
455 East Main Street, Brevard, NC  
- **Narrow gauge & Bluegrass music** -  
For a non-binding registration form (individual,  
operating module(s), or manufacturer - specify  
which one) send a SSAE to:  
**Narrow Track 05, 216 S. Broad Street,**  
**Brevard, NC 28712-3702**

**October 29 & 30, 2005 Raleigh**  
**Model Train Show 10 AM - 5 PM Both Days**  
Admission: \$5, Children under 12 Free  
Embassy Suites Hotel,  
Raleigh-Durham Research Triangle East,  
201 Harrison Oaks Blvd., Cary, NC  
[www.trainweb.org/cpd13/mer05](http://www.trainweb.org/cpd13/mer05)

- *South Carolina* -

- *Tennessee* -

# SATURDAY, SEPTEMBER 24th

# AUCTION



## Model Railroad Auction

Bring your no longer used trains, locomotives, cars, buildings, and track to sell. Find little jewels you have been looking for. A LIVE AUCTIONEER will conduct the bidding and the action can get very lively.

Food, Beverages & a Cash Bar will be available.

**ADMISSION: \$5.00**  
**AUCTION HOURS: 7 PM — 11 PM**  
 SELLER & STAFF CHECK IN AT 5:00 PM  
 ALL OTHERS CHECK IN AT 6:00 PM



## PIEDMONT DIVISION

*Of the South Eastern Region, NMR A*

### DIRECTIONS:

**From the North:** Take I-285 South to LaVista Rd. Exit #37. Turn right & then go to the 5th traffic light—Montreal Road. Turn left on to Montreal Rd. & go .7 mile, cross over the railroad tracks. The Elks Lodge is the first building on the left after the tracks.

**From the South:** Take I-285 North to LaVista Road Exit #37. Turn left and then go to the 6th traffic light—Montreal Road. Turn left on to Montreal Rd. & go .7 mile, cross over the railroad tracks. The Elks Lodge is the first building on the left after the railroad tracks.

2005 Mid-Eastern Region  
National Model Railroad  
Association Convention

*Rails to Raleigh*

October 27 - 30

**Embassy Suites Hotel  
Raleigh-Durham  
Research Triangle East  
201 Harrison Oaks  
Boulevard Gary, NC**

JOIN IN ON  
THE FUN!

Come recharge your batteries and learn some new model railroading skills during the annual convention of the Mid-Eastern Region of the National Model Railroad Association (NMRA).

The **NMRA** is the largest organization devoted to the development, promotion, and enjoyment of the hobby of model railroading. The NMRA was founded in 1935 in Milwaukee, Wisconsin in order to provide a service to the hobby of model railroading.

The Mid-Eastern Region of the NMRA is sponsoring the convention and the Carolina Piedmont Division is serving as the local host. The Carolina Piedmont

Full Convention Registration:

NMRA Members	\$50
(Before Sept. 15th)	\$45
Non-NMRA Members	\$60
Saturday Night Banquet	\$40
(Keynote Speaker Steve Berry, Editor of Railfan Magazine)	

Daily Attendance:

NMRA Members	\$30
Non-NMRA Members	\$35

Convention Registrar:

**P.J. Mattson**  
**856-467-0421**  
*pimattson@comcast.net*

Rails to Raleigh  
PO Box 447  
Swedesboro, NJ 08085

Division covers a portion of central North Carolina including Wake, Orange, Durham and Cumberland counties.

The convention begins at 7:00 PM on Thursday, October 27 and runs until 1:00 PM on Sunday, October 30.

Convention activities include model railroading clinics, prototype tours, home and club layout tours, model contests, banquet, "hands on" workshops, layout operations call board, modular layout displays and more.

Scheduled  
Clinics:

- Making an Urban Backdrop using the Internet
- Rock Faces from Ceiling Tile
- Scratch Building with Wood
- Red Iron - Using Structural Steel to Create Industries and Scenes
- Animation for Operation
- Designing the CSXT Shenandoah Division
- Introduction to Resin Casting
- Grits Weathering Techniques
- Airbrushing Techniques
- How to Weather Wood
- Rocks Made Easy - Working with Rock Molds and Coloring with Dyes
- Hand Laying Track
- Weathering
- Light and Sound Animation for Model Railroads
- Using Maps to Plan Layouts
- Digital Command Control (DCC) Decoder Installation
- Building Mountains
- Introduction to Freight Car Forwarding Systems
- DCC Design for Modular Layouts
- Layout Wiring

Extra Fare

Prototype Tours:

- NC DOT Rail Yard, Raleigh
- New Hope Valley Railroad, Bonsai
- NC Transportation Museum, Spencer (includes a round trip ride on Amtrak's Piedmont)

Extra Fare

Model Railroading:

- Operations Call Board — choice of 5 layouts
- Truss Bridge Building
- Building North Carolina Tobacco Barns
- Making Trees

Special Modeling  
Contests:

"Anything But a Station" - Using an Atlas passenger station kit (N, HO or O), build something "other" than a station — contest and award sponsored by the Carolina Piedmont Division.

"Barn" — Best judged barn wins the "Pride of Dixie" award presented by the James River Division.

Layout Tours:

More than 25 home and club layouts — N, HO, O, Garden Railway and Live Steam are on the schedule for self-guided tours.

Model Train Show

Saturday, October 29th &  
Sunday, October 30th  
10 AM - 5 PM

Embassy Suites Hotel  
Raleigh-Durham  
Research Triangle East  
201 Harrison Oaks Boulevard  
Gary, NC

Approximately 75+ dealer tables with operating modular layouts in N scale and HO scale.

**Public admission \$5.00, children under 12 free with paying adult.**

[Train show admittance is included in the Full Convention Registration.]

# Rails to Raleigh Registration Form

## PAGE 1

**Instructions:** To register for Rails to Raleigh please complete the Registration Form below, click on the Print Button and send it in along with your payment for fees. Make your check or money order payable to "Rails to Raleigh '05". This form may be used for either an initial registration or to add or subtract items subsequent to initial registration. If this is an update form, please check the appropriate box, enter your registration number provided by the Registrar, the name of the primary registrant and only the new or changed items.

If you have any questions contact the Registrar, **PJ Mattson**, at: **856-467-0421** or via email at **pjmattson@comcast.net**

Is this a new registration \_\_\_\_\_ or an updated registration ? \_\_\_\_\_

If this is an updated registration enter your Registration Number here: \_\_\_\_\_

Names as you wish to have them appear on your badges:

Name of primary applicant:

Address:

City:  State:  Zip Code:

Phone Number:

E-mail Address:

NMRA Membership Number:  MER Number:

Payment must accompany registration form. Bounced checks will not be put through twice — you will be required to pay your entire fee by money order or cashier's check through the mail or in cash at the convention. You will be responsible for all bank fees charged.

**DO NOT** enclose hotel room registration requests. If you pre-register and later need to cancel, a full refund will be given only if the request is received by the registrar in writing by October 15, 2005. Allow 4 to 6 weeks for processing of your refund.

**DO NOT** mail a registration after October 15, 2005; register at the door. **DO NOT** staple your check or money order to your registration form. Call 856-467-3385 for a recording of current changes and updates. All activities are subject to change, substitution, addition or cancellation.

# Rails to Raleigh Registration Form

PAGE 2

## FEE SCHEDULE

Item	Quantity	Fee	Total Cost
Full Registration, NMRA Member		\$50.00	
Full Registration, NMRA Member, if paid by September 15		\$45.00	
Full Registration, Non-NMRA Member		\$60.00	
Spouse Registration		\$15.00	
Child (Ages 6 – 16) Registration, Per Child		\$ 5.00	
Single Day Registration, Per Day, NMRA Member		\$30.00	
Single Day Registration, Per Day, Non-NMRA Member		\$35.00	
101 Operations Call Board (Enter preferred timeslots below)		\$5.00	
201 NCDOT Rail Yard Tour		\$5.00	
202 New Hope Valley Railroad Tour		\$10.00	
301 NC Transportation Museum (Spencer) Tour		\$48.00	
401 Banquet, Per Person		\$40.00	
501 Company Store: Stewart 70-Ton 14-Panel 3-Bay Hopper <i>Durham &amp; Southern</i>		\$15.00	
502 D&S Hopper shipping (if not picked up at Convention)		\$5.00	
601 Extra Fare Clinic: Scrathbuilding with Wood		\$7.50	
602 Extra Fare Clinic: Truss Bridge Building		\$5.00	
603 Extra Fare Clinic: Building Tobacco Barns		\$5.00	
604 Extra Fare Clinic: Making Trees		\$6.00	
605 Extra Fare Clinic: Silk Floral Arrangements (Non-Rail)		\$20.00	
606 Extra Fare Clinic: Fine Scale Animation for Operation		\$5.00	
607 Extra Fare Clinic: Creative Memories Clinic		\$5.00	
<b>Total FEES Enclosed</b>			

Make checks and money orders payable to: Rails to Raleigh '05

All activities are ala carte including the Banquet.

**Operations Call Board Time Preference:** Rank 1–5, with 1 most preferred to 5 least preferred.

- Thursday 7–10    
  Friday 9–12    
  Friday 2–5    
  Friday 7–10    
  Saturday 2–5

Print out and mail both pages of this application form together with a check or money order.

**OFFICE USE ONLY:**

Received: \_\_\_\_\_ Check #: \_\_\_\_\_

Amount: \_\_\_\_\_ Registration No.: \_\_\_\_\_

Confirmation Sent: \_\_\_\_\_

**Mail completed application & payment to:**

Rails to Raleigh  
 PO Box 447  
 Swedesboro, NJ 08085

# ***The SouthErneR***

## **Advertising Policy Statement**

1. It is the role of this newsletter to disseminate news from the parent organization of this region, the NMRA, as it relates and is of interest to this region; to disseminate news from around this region; to educate its members on any and all facets of model railroading; to promote model railroading conventions, activities, shows & events; and to promote fellowship & camaraderie within the region.
2. Businesses & Non-Region persons are entitled to purchase space within the publication at the rates set forth by the BOD &/or the Editor and specified in the publication's Rate Structure Box that appears on the Table of Contents page of each issue of this newsletter. Rates are organized by the size of the spaces available and for the durations time shown.
3. Region members are entitled to purchase space within the publication to advertise events, conventions, activities or fund raisers that are separate from the region's or division's events, conventions, activities or fund raisers at the same rates as Businesses & Non-Region persons.
4. The advertiser is guaranteed that the space paid for will be no smaller in size than the space purchased nor for any shorter duration of time than purchased. However no guarantee is made that the Editor and/or the BOD have to accept any advertising space applied for by anyone or any entity if they believe there is some reason not to do so or if at some date in the future it is decided by the BOD to drop paid advertising from the newsletter. Nor is any guarantee made that the quality of any ad can be any greater than the capabilities of the reproductive process used to create the newsletter and within the budget specified by the BOD.
5. Free Space can and will be given within the pages of this newsletter to promote organization events, conventions, activities or fund raisers within or in close proximity to, this region for groups, organizations, clubs, other regions and their divisions on an "as space permits" and a "per-event" basis. There is no guarantee stated here that such advertising will be guaranteed to appear within this newsletter.
6. Individual Members of this region are not entitled to any "Free Space" based on their "status" (at whatever level of membership they have attained or purchased within the organization) to promote events sponsored or organized by themselves and not connected in any way with this region other than by geography. Businesses and Non-Region persons must follow the same guidelines as Individual Members regarding same.
7. The Editor reserves the right to reject any and all advertising that does not agree with the scope of the publication, or is in poor taste or offensive to the readers of the magazine.

Editor