



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



The **SOUTHERNER**



Volume 47, Number 4.5

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Fall 2006



INSIDE:

- Modeling the SP in Dunsmuir Part 2
- We visit the Magic City Model Railroad Club
- Southern Railway Signal Bridge Photo Study



The *SOUTH*ERNER



WAYBILL

Volume 47, Number 3.5



Summer—2006

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The *SouthErneR*

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

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Four issues of the paper version of *The SouthErner* is mailed to all members of the Southeastern Region who have paid the \$10.00 annual subscription price. 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: One of the stops on the Piedmont Division's "Pilgrimage Tour" is the Southeastern Railway Museum. This photo was taken during a Boy Scout Merit Badge day at the museum late last year. In view to the right of the engine is SER and Museum member Del Kittendorf who was one of the instructors during the event.

ADVERTISING RATES

Page Size	Number of Issues			
	1	2	3	4
Full	\$120	\$240	\$360	\$400
3/4	\$ 90	\$180	\$270	\$300
1/2	\$ 60	\$120	\$180	\$200
1/4	\$ 30	\$ 60	\$ 90	\$100
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1/12	\$ 10	\$ 20	\$ 30	\$ 40
Crawler	\$ 10	\$ 20	\$ 30	\$ 40

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The President's Car Robert Beaty, MMR



planted. You can say there was some really special icing on my Model railroading cake this summer.

Not all the news this summer was fun. At the Memphis Convention, I reported to you that "The Kathy Line", the model rail road of Jim Gibson is reaching the end of its run. Jim, a founding father of the Southeastern Region of the NMRA has had to relocate to an assisted living facility. His house (with the Railroad) is for sale. We still go over to the layout on Tuesdays and run trains while we can.

Our Good and Welfare chairman, Dudley Ross, has had his own need for cheer with some critical family issues and now had discovered he has a brain tumor. At this writing he is to undergo surgery in September. We wish him the best.

As we move into the Fall, many Divisions are re-gearing for a focus on Modeling and sharing the hobby with friends and the public. The McWane Science Center in Birmingham is hosting the steel City Division/Wrecking Crew fall Train show in October. The Piedmont Division is once again hosting the Piedmont Pilgrimage visits to home layouts in the greater Atlanta area and November is Model Railroading Month. The Wrecking Crew Model Rail Road Club will have their layout lay out on display from Thanksgiving to New Year's at the Birmingham McWane Center. There are many others but you all will have to share the news with us via the SER web page calendar.

I want to thank the Region members for re-electing me for another term as your President. We have a new slate of officers on your Board of Directors: Joe Gelmini is the new Vice President, George Bloodworth is our new Treasurer. John Stevens remains as Secretary and Phil Hutchinson is the Past President/Executive Advisor. The Directors are: Tom Cusker (appointed to fill Scott Perry's term), Paul Voelker, Pat Turner, and Randall Watson. Reach out to us and tell us what you want this Region to do for you.

One thing I will be working on is a Strategic Long Range Plan for the Region. This is a hobby and is supposed to be fun. It is and will continue to be, I have not lost sight of that prize. But we should have a vision of what we want to be, can be and ought to be for the good of us all. Give me your ideas and lets build a better SER together. We already have the best Web site, the best Newsletter and some of the best modelers anywhere.

Bob Beaty, MMR
President, SER

Greetings! I hope all of you had an enjoyable and fun summer with a lot of railroading activities. I did. We started off the summer with a fantastic convention, **Railin' on the River** in Memphis.

Thanks to the Bluff City Division for a great time, some truly great home layouts, fantastic prototype opportunities and a fun banquet. You guys out did yourselves. Then, several of us had a great time in Philadelphia for the NMRA national convention - **Independence Junction**. I had a great opportunity to visit the Liberty Bell and Independence Hall, something I had always wanted to do. (I won't mention the disgruntled security guard that must have had a bad night). Had an opportunity to visit the B&O Museum in Baltimore, Fort Mc Henry and the USS Constellation and ride the Acella back to Philly.

There were some really good models in the National Contest this year. But the SER did not let the home bodies get out of the Contest room with all the toys. Scott Matherly demonstrated his fine attention to detail with his lift bridge, garnering 2nd place in Off-line Structures. (Even though he had to make repairs on a picnic table in the campground.)

But the most fun I had was when my grand-twins visited and I go to teach them about Digitax throttles and how to run a model railroad. It was fun to watch as they controlled the narrow gauge engines, talking to themselves and controlling the speed. *"Not too fast, we are going down hill, Sam. Go slow over the bridge, now add some more coal to go up the hill. Not too much, Patrick! You don't want to jump the track."* What was really neat, was later when on the family room floor with Thomas and his friends, the same dialogue went on. I think maybe the seed is



Editor's Soapbox



One of the things you need to be thinking about in the coming months is what your point score might be to qualify for the next presentation of the **Dave Muller Award**. I am removing myself from consideration so the field is open for all the rest of you. Plan on sending me your point totals before the deadline of January 31st.

DAVE MULLER AWARD

As a reminder, the categories with applicable points are below. All Division Superintendents submit your candidates name and point count by January 31st of each year to be presented at the SER Convention for that year.

POINTS CERTIFICATES HELD OR DEEDS DONE

- 20** Holds "Volunteer" Certificate.
- 15** Holds "Official" Certificate.
- 15** Holds "Author" Certificate.
- 10** Other Certificates, MMR, Gold Spike Award.
- 3** Authored one or more modeling articles this year (per page).
- 5** Put on one or more clinics this year (per clinic).
- 7** Active in putting on a National convention (per full day).
- 10** Active in putting on a SER convention (per full day).
- 5** Active in putting on a Division trainshow (per full day).
- 15** Organized a modular and/or sectional layout show.
- 10** Active as a contest or AP judge this year.
- 10** Active as Committee Chair for at least 6 months this year at Division level or higher.
- 5** Active in a modular or sectional layout.
- 5** Boy Scout Merit Badge program (per badge).
- 3** Each member signed up to NMRA **PLUS** a one year subscription to "The SouthErneR"

Send nominees to Paul V. Voelker at:
voelkerpv@msn.com
 Or by snail mail to:
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6438 Paradise Point Road
Flowery Branch, GA 30542-3143

Now I want to talk a little about **subscriptions** to the (admittedly smaller) hard copy version of this newsletter. While the SER Board did want to put **The SouthErneR** online and instructed the editor to figure out how to do that, it has been this editor's choice to run an expanded version of the newsletter which quite frankly makes it seem as though my desire is to eliminate the hard copy version in favor of the online version.

Nothing could be further from the truth!

The hard copy version that you get in your mail once every three months is the one thing that

keeps all of the SER's members connected and informed and the one tangible "thing" that the members who are also subscribers get from their organization.

Not everyone can attend conventions and not everyone lives in an area with a large and active population of fellow modelers. And certainly not everyone owns and uses a computer. In fact many people don't want the added expense of having one and live perfect fine without one.

Now the point I am trying to make here is that your expanded online **E-SouthErneR**, in the form you have seen to date, would almost certainly not exist in an expanded form should this editor resign (get fired, incapacitated, die, whatever) sometime in the future but the standard hard copy would still be produced **ASSUMING ENOUGH OF YOU ARE STILL WILLING TO PONY UP THE \$10 SUBSCRIPTION PRICE!**

Come on guys, it is only \$10. I am a NMRA Life Member but I was a dues paying member to the SER and because of the NMRA's new "Regulations" my membership became a subscription. A few months back I got a notice from HQ asking if I wanted to renew my subscription to **The SouthErneR** and also if I wanted to subscribe to any other region publications.

Well, I write **The SouthErneR** so paying for a subscription to something I already have on my computer (in many forms) does seem redundant but I keep reminding myself that I won't be the editor forever and I will still want that hard copy showing up in my mailbox from time to time. So I went ahead and sent in the \$10 for the subscription and \$6 more for the Mid Eastern Region's publication as well.

So for your convenience, and to prompt you to "get off yer butt and take action on this matter", the NMRA Membership & Subscription application form with the newsletter subscriber section is reprinted on the next page. Please subscribe.



2007 Theme Contest *PRIVATE CARS*



The **2007 TRAX TO THE MAX** Theme Contest for Model Display Room is - **PRIVATE CAR**. This means any passenger-carrying railroad car that is used by your railroad's President, Officers or just some traveling dignitary or private individual who happens to own a railroad car to travel around the country.

The contest will be judged by Popular Vote and any model entered in the Theme contest can also be entered into the regular Judged AP model contest if the entrant so wishes. Contest entries can be any scale between Z and G such as: Z, N, HO, S, O, G and anything in between (i.e. It has to be able to fit in the door!)

The model pictured on this page was constructed from an Athearn Heavyweight Baggage Car and an Observation Car plus a short section

ABOVE This is a Private Business Car built from an Athearn Observation Car, a Baggage Car and part of a Diner plus added underbody details. The front end of the car (bottom left photo) has hinges on either side to permit that end to open and allow a 1955 Cadillac to emerge. So basically this is a "Private Car" carrying a Private Car!

from a Diner containing a door and a pair of windows. The car is a scale 80 feet long and rides on Capeline trucks. Added underbody detail includes a brake set, A/C equipment, LP Gas tanks, various water and air tanks and waste chute pipes. Other details include A/C ducting from New England Rail Service, vents and stacks from Roundhouse and a pair of All-Weather Cab Windows from Detail Associates.

The business car has a scratch built interior and contains an Alloy Forms 1955 Cadillac Fleetwood automobile in the forward baggage compartment. The auto can be driven in or out after spotting the business car at an end-loading ramp and opening the end doors, the hinges of which can be seen in the photo at left. The concept of having a "car within a car" was based on an actual business car that used this arrangement. The car also has a lit interior powered by a battery and turned on using a switch hidden in the underframe. **Take note here that I already have a car to enter! PVV**

Private Car of the President of the Union Pacific Southern RR

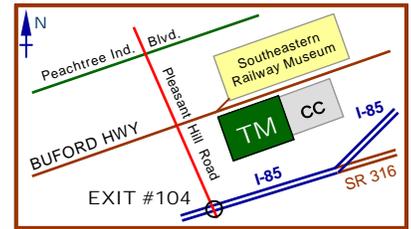




Here we see three views of the Johnstown & Gerryville Railroad's Private Business Car #279. In the top view the car is parked at the Rolling Rock Brewery plant in downtown Gerryville.

In the photo below, the Business Car has been spotted at the Team Track in Gerryville after its arrival from Johnstown and in the photo at the bottom of the page the car has been turned on the new Gerryville turntable and is ready to be picked up by the next passing passenger train for its trip back to Johnstown.





Directions from I-85: Take Exit #104 - Pleasant Hill Rd. (Northbound turn left; Southbound turn right) Go past Gwinnett Place Mall to Buford Hwy (3 miles). Turn right and go 1/3 mile. Store is on the right next to Cherokee Closeouts and across from the Southeastern Railway Museum.

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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.
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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



A. P. Awards

Gold Spike

William Seibert

Jerry Michnewicz

Chief Dispatcher

Randall Watson

Association

Volunteer

Perry Lamb

Walter Lang installing the Mississippi River Bridge with Earl Prechtel looking on.



Post Convention Aftermath: What the Bluff City Div and MSMR are doing

By Mike Fleming All photos by Kenny Young

Have you ever wondered what happens with the host club or group after they host a convention? Let me fill you in on the adventures for the Memphis Society of Model Railroaders and the Bluff City Div. for the summer and fall. It had been 19 years since the group here had hosted a convention and it was a new experience for most of us (including me). After the steadily intensifying storm of activity we endured leading up to and during the convention, it would have been very easy to sit back and enjoy a little R and R (rest and recuperation). However, we decided (actually some of the guys said I decided, but they were okay with that) that we were going to use the momentum from the convention as a springboard for the club to promote the hobby here in the Memphis area and increase our level of presence in

the community. The club has several new members because of the attention and publicity we got from the convention. And after catching our breath we have an increasing flurry of activity scheduled for the rest of the year.

In late June we were able to take the club display layout, the Memphis Shelby and Mississippi River Railroad to the Ronald McDonald House at St. Jude Hospital and run train for the kids there. It is a very moving experience to be there with the kids and seeing the smiles come to their faces while we have a little fun with them while you realize that they are going through things worse than anything most of us will experience in our lives.

We followed that in our July meeting with a clinic on assembling, operating and disassembling the layout do more of our members would be comfortable with taking it out for display. The accompanying photos show this session in its various stages. Most of the rest of the month of July was spent following up on contacts and planning the events we now have scheduled for the fall.



Chairman Emeritus **Nep Maury** installing legs on a section.

As many of you are aware because of emails we sent, one of the two ladies on our convention executive committee, Jolene Lee, suffered complications from kidney stones and was near death for several days. Jo and her husband Terry were tireless in their work on the convention and are a big reason for the convention's success. While not completely recovered yet, Jo is doing much better now and the Lee's along with the rest of the group here appreciate your thoughts and prayers on her behalf.

Our August meeting was an entertaining video presentation by former club president Nep Maury and the videos he selected in-

cluded some wonderful period footage taken in Memphis. We also had 3 guests from the Pink Palace Museum present to discuss our fall events with the museum, including one newly planned event. October will start a stretch for the club that will be the busiest in club history. Even busier than preparing for the convention. On October 4 we will set up the Memphis Shelby and Mississippi River Railroad at the Pink Palace Crafts Fair in Audubon Park Here in Memphis. The event runs from October 5-8 and is a major fundraiser for the museum. The attendance last year was over 25,000. They invited us to display there to help showcase our event at the museum and unlike just about every other display there, we will not be paying for the space and they want us to give away our materials such as club flyers, World's Greatest Hobby Magazines, and information on our other upcoming events. We will be in the main display tent right in the center of the action.



Lynn Hodge, Ted Barham, MSMR President Mike Fleming, and MSMR Recording Secretary **Terry Cox** assembling one end of the layout.

Our big event for October is call On Track in Memphis and is a 22 day exhibit at the Pink Palace Museum, 3300 Central Ave. Memphis. There will be 4 oper-



Earl Prechtel and **David Sutter** installing legs on a section.

ating layouts there including the N scale and Garden layout that were at the convention, along with the HO layout that was on the Home layout tour and a second HO layout to see at the convention. We will also have models on display along with railroad memorabilia from several member's collections. Opening day, Saturday October 7 will be a big day. We are going to have a model contest that will be set up for the public to vote for their favorite model. That evening our regular club meeting will our annual model contest and we will have the winners of the public favorite model contest along with the winners of the

club contest on display for the duration of the exhibit. We expect several thousand to visit the exhibit for the 22 day run.

Another push for the division since the convention is for members to work toward getting NMRA achievement awards One member, Jerry Michniewicz whose home layout, the NYC layout in his garage was on the tour, has received his Golden Spike Award which we will formally present to him during our meeting October 7, several others are well on their way toward earning association volunteer or Golden Spike. Greg Scharfetter and Terry Lee are working on SOQ's for categories for their work they have completed on their home layouts. Both of these men are fine modelers and I am encouraging both to work toward becoming MMR's.

That leads us to our third October event. On October 20-22 we have been invited to participate in Scout Base at Battle Arena in Tunica, Ms. This is a weekend Boy Scout Camporee that is focused on assisting scouts with merit badges. We will be displaying the Memphis Shelby and Mississippi River Railroad there and helping the scouts with their railroading merit badges they are expecting 10,000-15,000 scouts and their leaders for this event. This will also help the NMRA members that are working toward their association volunteer achievement award.



MSMR Vice President **Hugh Teaford** installing legs on one section.



The group with the section on legs but not joined yet.

The Highland Church of Christ has played host to the Memphis Society of Model Railroaders meetings for the last 4 years and have not asked the club to pay one penny for the use of the facilities. The church is preparing to move into an interim facility while a new building is being built. With this move, many club members felt like it would be appropriate to do some sort of thank you to the church for hosting us. On November 4 the NMRA Bluff City Div. and the Memphis Society of Model Railroaders will host the Railin' on the River Fall Train Show at the life center at the Highland Church of Christ with the proceeds to benefit Agape Child and Family Services, an organization that the Church heavily supports. The church and Agape are both very excited about the Train Show and believe that it is a good fit for the hobby of model railroading and the family values that Agape and the church promote. The train show will be Saturday, November 4 from 9 AM to 4 PM and will have operating layouts, vendors, modeling demonstrations, and hourly door prizes. With the promotion the Church and Agape will be doing along with our promotion we will do and the timing of the show we are anticipating drawing at least 2000 guests for the show.

Our Christmas banquet on the first Saturday evening of December will be the last time we meet at the Highland Church of Christ. How-

ever, they have invited us to use the conference room in their temporary offices beginning with our January 2007 meeting so we have our meeting location secured for future meetings.

What does 2007 hold for Model Railroading in Memphis? Officers from several different clubs in Memphis have talked informally about trying to schedule cooperative events and that will likely happen in 2007. There is also a group that is perusing the development of a transportation museum and railfan park in downtown Memphis and that will likely progress in 2007. The club also anticipates hosting 1-2 train shows per year and is get-



MSMR Recording Secretary Terry Cox working on joining two sections.

ting calls from groups requesting the club to display the Memphis Shelby and Mississippi River Railroad. We will continue to display it on a regular basis at St. Jude Children's Hospital and likely at LeBonheur Children's Hospital. The club's goal is to continue to show the public the enjoyment we get from model railroading and to help other to enjoy it as much as we do.



Lynn Hodge and David Brewer at the controls after assembly.

The VP's Keyboard JOE GELMINI



Thank you to all who voted for me in the recent SER elections. I look forward to assisting Bob Beaty and all the SER Board members and committee chairs in helping the SER move forward in our goal to promote model railroading throughout the region. Bob has asked me to act as liaison between the SER Board and its various divisions. To do this I plan to contact and hopefully visit each division superintendent to learn more about your local activities and how the SER might be of assistance. I have contacted some of you already but plan to become more proactive in this effort soon.

Having been a member of the Piedmont Division since moving into the SER in 1988 I have been a part of many exciting activities and would love to share these ideas with you. I also am aware of the challenges presented by geographic separation. This is not as critical an issue in the Piedmont Division as we are largely comprised of metro Atlanta residents so are able to draw on a large base of people living relatively close to each other. Our monthly meetings average nearly 90 people and our bi-annual auctions and annual Trainshow and Piedmont Pilgrimage

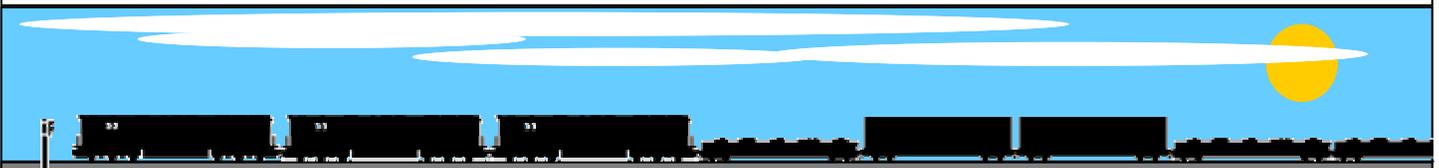
have been very successful.

I can see that developing and sustaining these types of activities would be much more challenging in areas of lesser population more widely separated. I am interested in finding out more about some of the local clubs that seem to serve as hubs for many of the divisions. So, I urge you to please be thinking about how the SER can support your local efforts or what kind of assistance, if any, we can provide. You will have my full attention and I will insure your ideas and concerns get heard.

Feel free to contact me by phone at:

770-460-8873

or by email at: papagel@comcast.net



January 13th, 2007

AUCTION

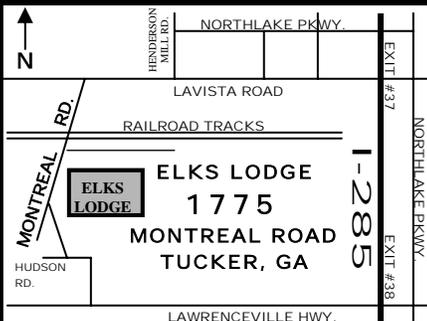
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PIEDMONT DIVISION

Of the SouthEastern Region, NMRA

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.



What am I doing in Denver on a sunny September day in 1982? Well I came into town with a buddy of mine who completely filled up the entire right side of my 1977 Toyota Corolla. He was a big guy, 6'-8" and 300 pounds who goes by the name of William (Bill) Nielsen III. We were in town for the "Second Annual Narrow Gauge Convention" and had a whale of a time attending. After the convention, Bill jetted home to Miami, FL and I continued on for another week driving around Colorado & Wyoming seeing the sights which included taking in the action here at the BN's yard in Denver.



The BN in DENVER

Photos of **BN GP20 #2051** taken in September of 1982 and her sister **#2048** taken the following year in May 1983. Notice the difference between the fan types on the two units. #2051 is a "stock" configuration whereas #2048 has a flared-top fan for the dynamic brake and a regular 48" fan at the rear. Also note that the anti-glare painted area is shaped differently on the front hood of both units.



Other differences seen here are the different horn configurations and beacon lights. #2048 (photo above and top right) has a rotating orange beacon light while #2051 appears to have a white strobe light.



Right Top & Middle The tracks we are looking at were at once enclosed within a roundhouse. It is difficult to see the outline of the original structure in the one remaining firewall in the background because in the eight month period between when these two photo were taken the BN had painted it a uniform color of red.

See how much more detail is picked out by the sunlight and shadows on the unpainted wall in the earlier photo. Notice that the lower portion of what was once an interior wall had been painted white.

Note also the area where the steam pipes protrude through the wall of the roundhouse at the rear of the building and the change of color in the wall there. This was probably originally an opening through the wall that had been bricked up later and a pair of windows added.

This would be similar to the roundhouse on the SP in Dunsuir, CA where there was a similar opening in each of the firewalls within the roundhouse sometimes accompanied by a closable door or pair of doors.

The mix of motive power types is similar in both views but in the later shot SD40-2s are starting to occupy the turntable stalls.



September 1982



May 1983



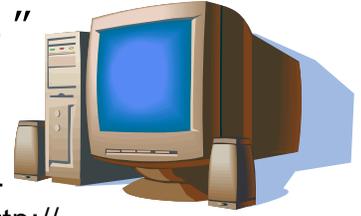
Left The turntable at the BN facility in Denver. While this table is smaller than the one installed at Dunsuir, CA on the SP, they both are similar. Notice the cutout in the turntable pit (just to the right of the control house) which allows access to the turning machinery located in the end of the turntable bridge. A similar cutout is in the pit wall of the Dunsuir turntable.

Note also the concrete floor marking the original outer edge of the roundhouse and the acute angle of the tracks seen

Computers and Model Railroading

" Online Communities "

By Scott Povlot



Over the past few months, I have read several articles about "must have" tools for model railroading. Through all these reviews of pliers, rulers, widgets and gadgets, I have not seen the tools which many people use in some form every day. In the last 30 years, this tool has changed society significantly. Of course, I am talking about the personal computer. Computers have affected the hobby of model railroading in many areas including design, operations, prototype research and even model building. I hope to discuss some of these subject in future articles.



One thing that computers (and more specifically the Internet) have done recently is bring together modelers from all around the world. This is a goal common with the NMRA. However, for a "lone wolf" modeler, who is located in a sparsely populated area, communicating with other modelers might be difficult. Regional and national conventions are a great place to meet other model railroaders a few times a year. But many modelers want access and feedback from others on a more regular basis. Even those modelers in an area with many others may be interested in topics that their local peers find foreign. So, someone interested in Z scale in a town of HO modelers can still find comrades over the Internet.

Online communities are available for almost any interest. These communities can be found by many names such as discussion groups, forums, e-groups, bulletin boards (BBS if you remember the 80's) and blogs. For model railroading, these various communities cover a vast number of topics from general to technical to scratchbuilding. Each site has its own personality and "regulars" that are always available to help.

Personally, my favorite online forum is Railroad-Line Forums (<http://www.railroad-line.com/>). This forum covers general model railroading but really focuses on fine modeling with craftsman kits and scratchbuilding. When you join the forum, you are immediately welcomed by several members and the moderators. The moderators oversee the site to make sure that things stay on topic.

Many of the craftsman kit vendors participate in the Railroad-Line site. They regularly answer questions regarding their kits (and others) and the best ways to construct them. Also, many members of the forum are some of the best modelers in the world. Often they write topics that are tutorials on special construction or weathering techniques. Some members write and post photos for step-by-step journals of building the latest kit from Fine Scale Miniatures (FSM), Bar Mills, FOS Scale Limited, and many others. The photos in some of the topics are really a great highlight.

At the SER convention, I entered a scratchbuilt "derelict depot" structure that received a merit award. The inspiration for this model came from the Railroad-Line Forum. Even the plans came from the forum. Another member of the forum created a topic about building the depot using an article by Wayne Wesolowski from a Model Railroader article. Another forum member that was following the topic created plans and posted them on the site. Using those plans and following along with the progress and photos posted on the forum, I was able to build my own award winning model. The feedback that I got from the forum was great. I also posted my own photos of my progress and got comments every step of the way.

The forum often has "challenges" using a cer-

tain theme such as gas stations, background flats, and billboards. Following a set of simple rules and a 3 - 4 month timeframe, the forum moderators encourage everyone to participate in creating a kitbashed or scratchbuilt model. As I mentioned before, everyone posts photos and journal of their progress and finished model which are usually spectacular. The comments posted are positive and often very constructive in helping others improve their skills.

Kalmbach's Trains.com (<http://www.trains.com/>) has a very popular online forum which includes thousands of topics (called "threads") on scale modeling and also other categories for garden railways, toy trains and prototype railroads. Atlas Model Railroad Co. (<http://forum.atlasrr.com/>) also has a popular forum with discussion focusing on scale models in N, HO, and O scale. Yahoo! Groups (<http://groups.yahoo.com/>) host many discussion that focus around model railroading topics including scenery and structures. A quick search of the Yahoo! Groups shows almost 500 separate groups related to the topic of model railroads.

Often in model railroading, we have technical problems that need to be resolved quickly. Most often these are related to DCC. Digitrax Yahoo! Group (<http://groups.yahoo.com/group/digitrax/join>) is an excellent resource for basic and advanced questions about Digitrax equipment and setup. Questions are often answered the same day. The group has several DCC experts and even the Digitrax support staff and engineers sometimes check in. You can also find Yahoo! Groups that support other DCC vendor equipment such as Lenz, NCE, Soundtraxx and more.

Another technical group that has used the online community to its advantage is the JMRI project (<http://jmri.sourceforge.net/>). JMRI stands for Java Model Railroad Interface and is a set of software for controlling DCC layouts. This group of programmers from all over the world have joined together to create free model railroad software that anyone can use. JMRI provides programs such as DecoderPro

that simplifies programming of DCC decoders and PanelPro which allows you to create CTC style panels to control your operations. The best part of all is that the software is free! You can also find a Yahoo group (<http://groups.yahoo.com/group/jmriusers/>) for JMRI users that provides excellent support.



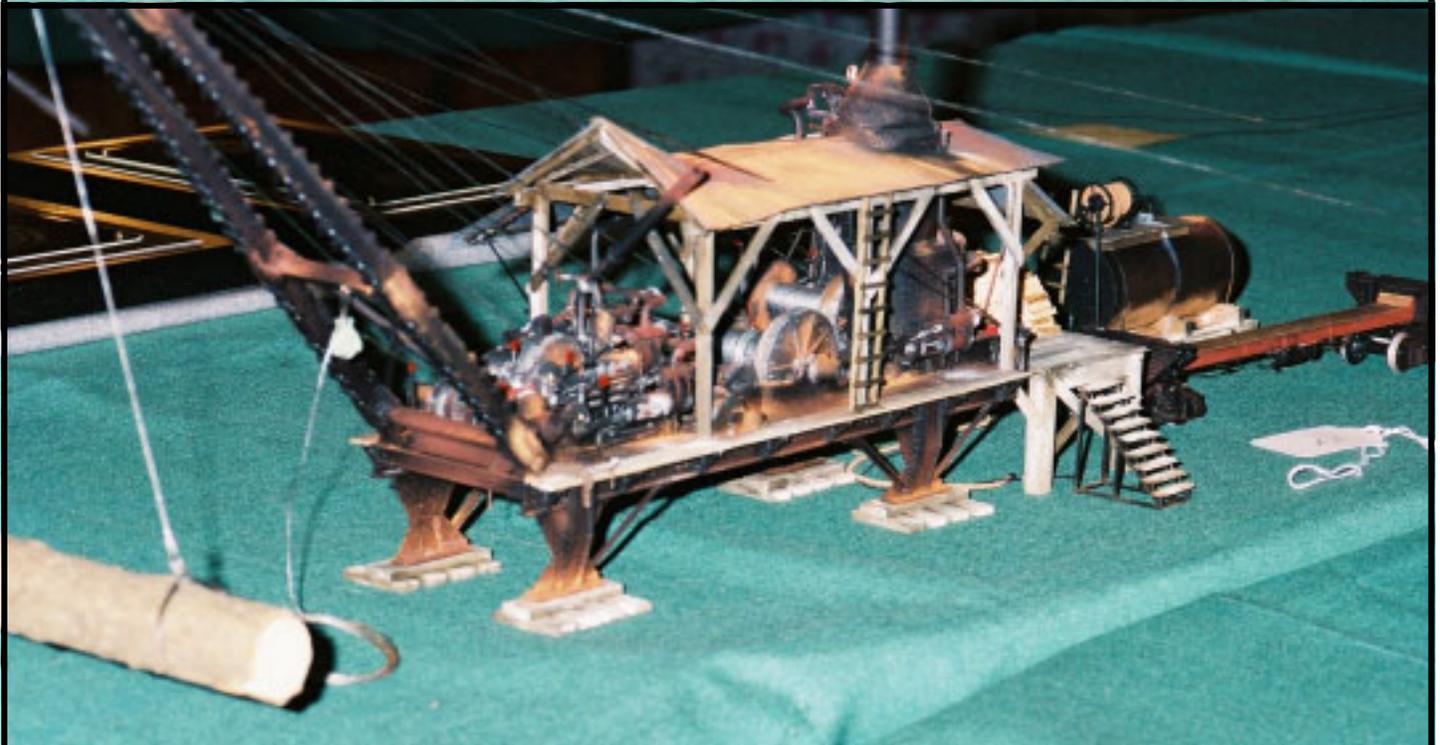
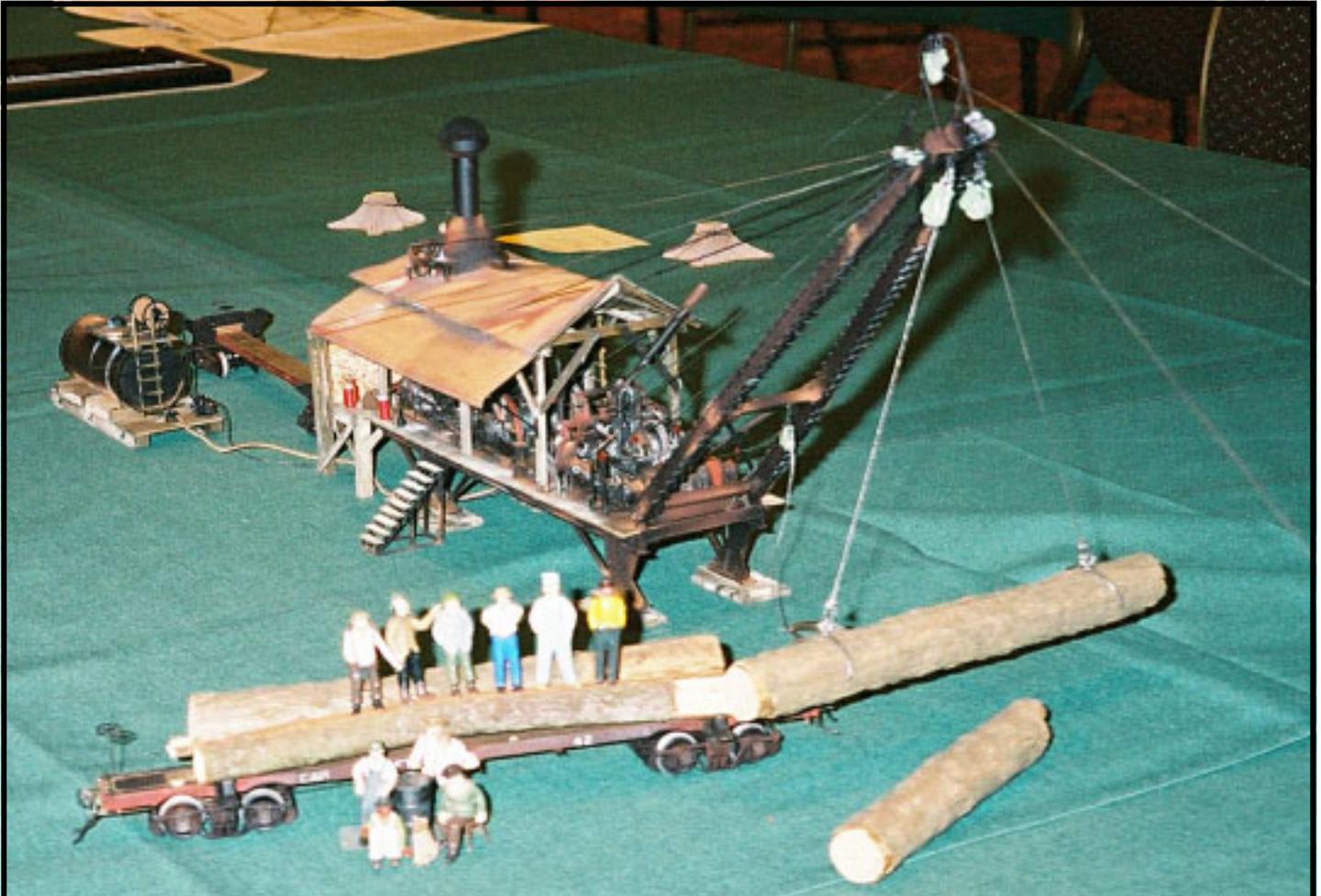
For those interested in railroad prototypes, the Internet hosts a vast number of online communities. Rail-Pictures.Net

(<http://www.railpictures.net/>) hosts over 134,000 photos of prototype railroads and rail related images. You can comment on individual photos or discuss railroads in their related forums. The Railfan Network (<http://www.railfan.net/>) is similar network of forums, images, and other websites focused on the prototype.

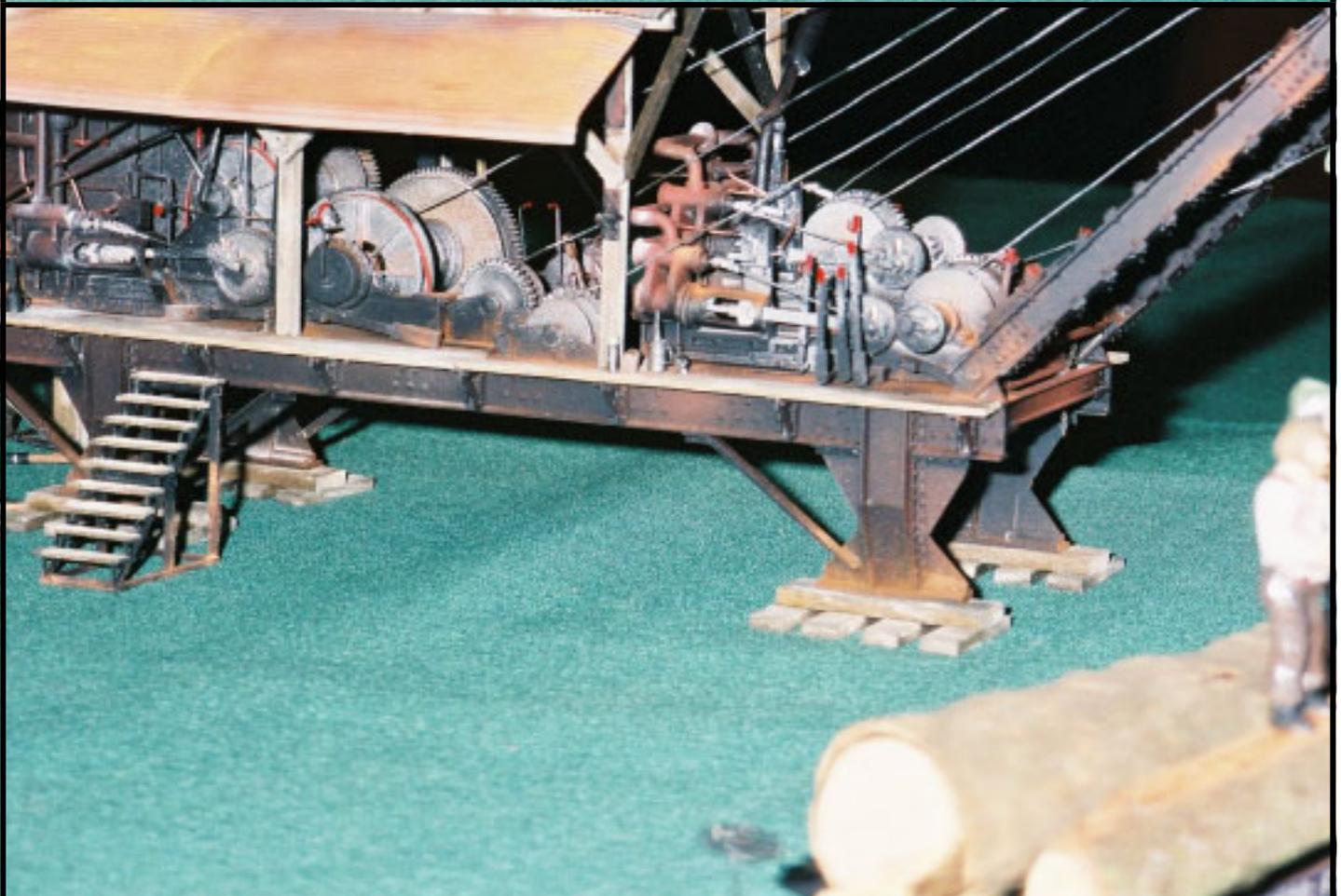
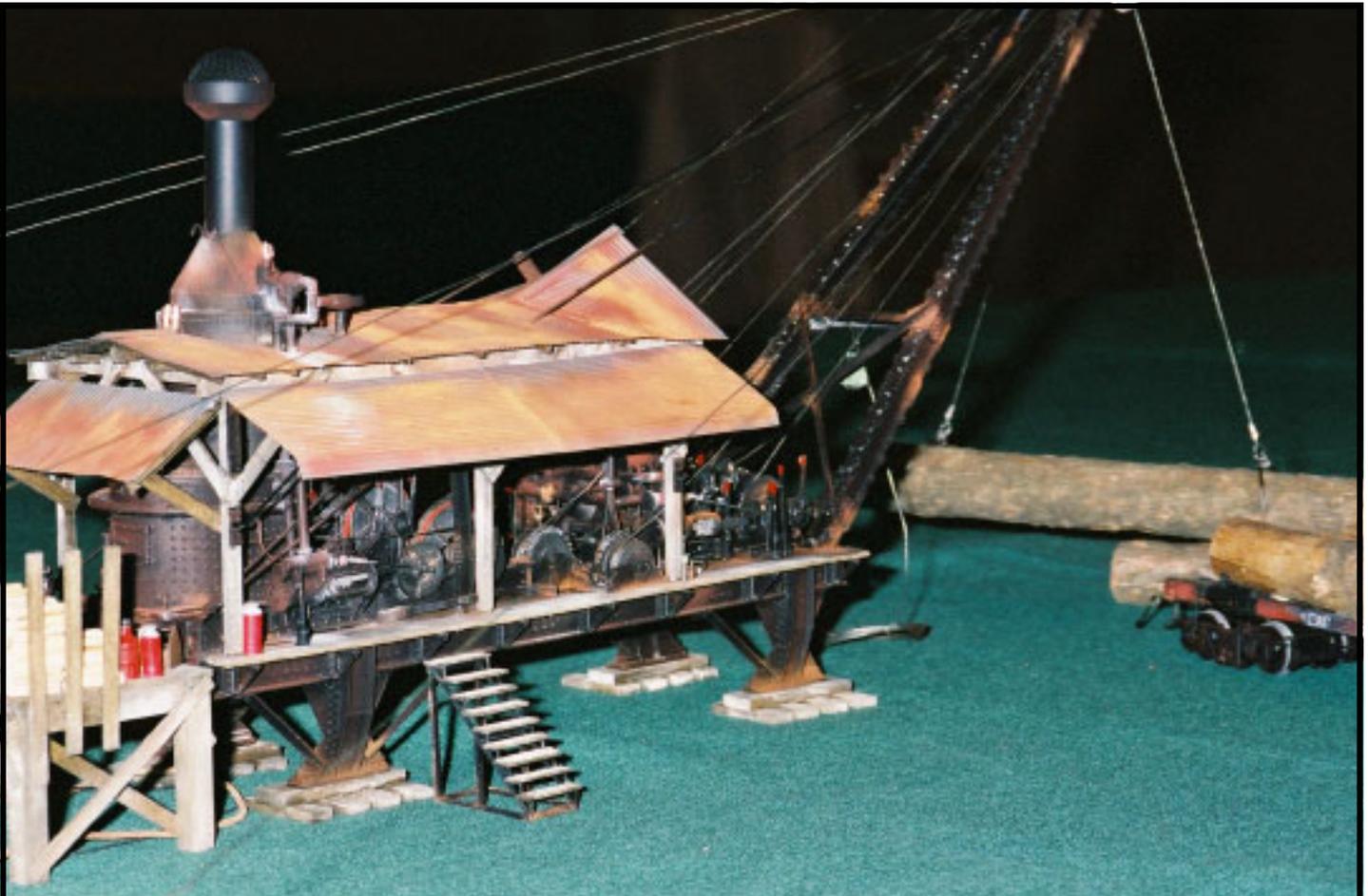
I should also mention the NMRA's own website (<http://www.nmra.org/>). Along with lots of information on the organization, the site hosts a directory (<http://www.nmra.org/directory/>) of almost 5000 railroading sites. You might also want to check out what other NMRA regions and divisions are doing by checking out their websites. Many of these sites also have online versions of their newsletters. So, when you finish reading the SER's Southerner, you can check these out too.

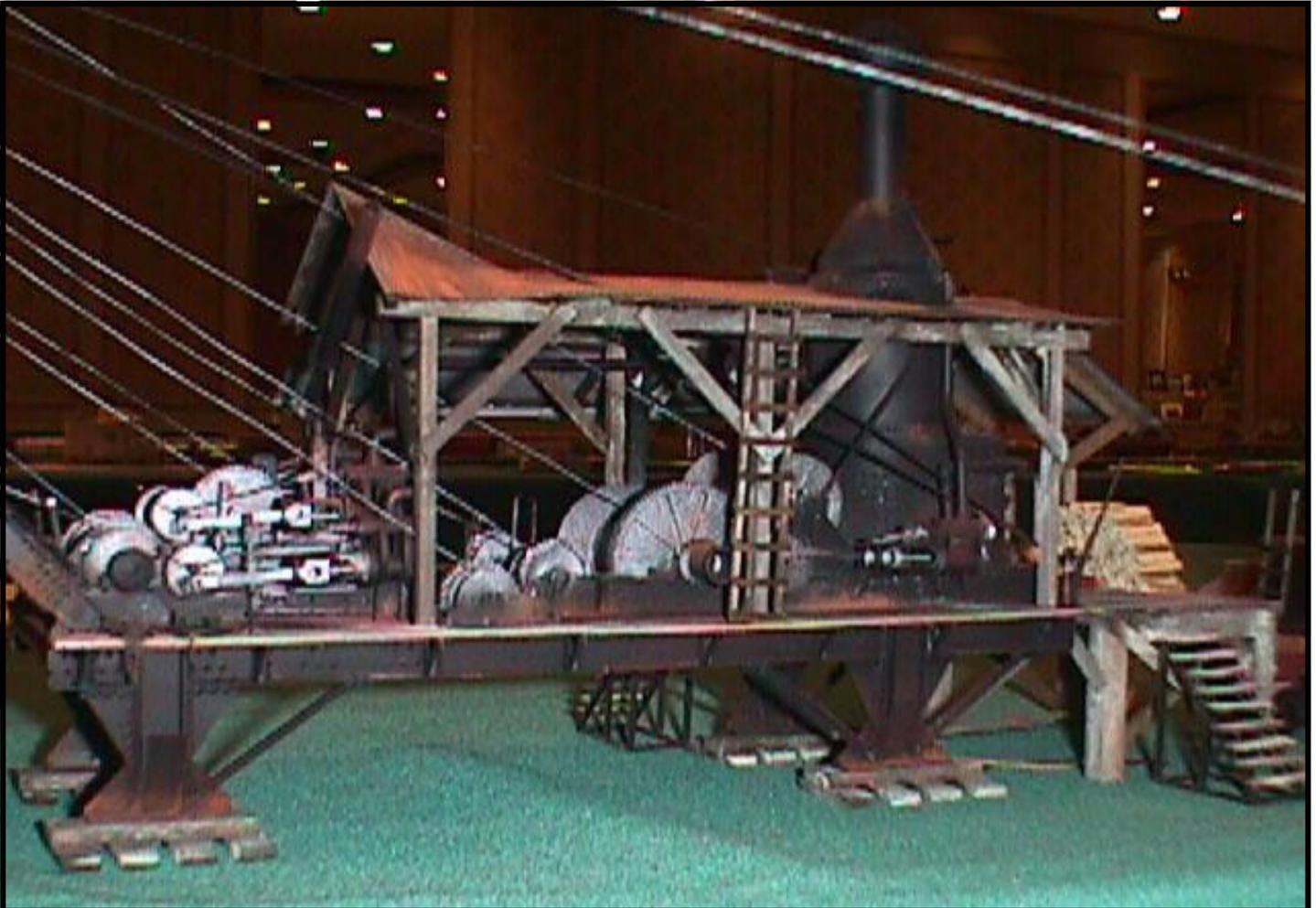
I hope that you will find an online community that meets your personal interests and join in. Each one has its own personality and culture. Computers and the Internet have made this world just a little bit smaller by allowing us to meet other model railroaders with similar interests from around the world. Join in and participate. You will learn more about model railroading and make new friends along the way.

Scott Povlot
spovlot@yahoo.com



Who remembers the Maple Leaf 2003 NMRA Convention? Well this was the First Place winning entry in the Structures Offline category. The model is of the LaMoine Lumber & Trading Company's Logging Machine #2. The model was built by Peter Hoehn of Dresden, Germany. It scored 121 points, just 4 points short of a perfect score.





The Top Ten Myths of the NMRA National Contest

10. The Contest should be a Popular Vote Contest.

Answer: Actually there is a Popular Vote segment to the Contest and has been for the last 7 years. Ballots are passed out to those that visit the contest room and plaques are awarded for the Popular Vote Winner by category and the Popular Vote Best of Show.

9. A Kit bashed model can never win the contest.

Answer: Actually a number of kitbashed models have won over the years. In addition, there are Five Kitbashing Awards just for kitbashed entries, complete with plaques that have been presented the last 7 years. These are for Passenger Cars, Freight Cars, Motive Power, Structures On-line and Structures Off-line.

8. A craftsman kit can never win in the contest.

Answer: This is a corollary to #9. While it is more difficult to win with a kit since there isn't much scratch building involved (although you can add scratch built parts to the kit) there are kits that have won first place in their category in the contest. As with most entries, it is a matter of the quality and the quantity of the work done that determines its score.

6. N scale models never win anything in the NMRA contests.

Answer: As an N scale modeler myself this one always bugs me. There aren't as many N scale winners, but then there aren't as many N scale entries, but each year there are winners. Hopefully the Phillip Brooks Gold Award N scale model in 2005 will finally put this one to rest.

5. The same people win all the time so there is no sense entering.

Answer: There are a few repeat 1st place winners but in the last 7 years there are only 5 people who have earned 1st place wins in different National Conventions. During those 7 years there has never been a repeat Gold Award winner (highest scoring model). Some people want to restrict winners from entering another model in future contests. Personally I like to see the models and would encourage everyone to bring more.

4. There is no sense entering; I can't compete with "those people".

Answer: This is obviously a corollary to myth number 6. It is sort of the "chicken or egg" argument of model contests. If "those people" had acted that way they would never have entered and never won a model contest.

3. The judges don't know what they are doing.

Answer: The judges' work in teams of a team leader and 3-4 judges, including one novice. The Team leaders are experienced modelers and are taking the time to pass on their experience to others. The Chief Judge is an MMR and previous Gold Award Winner. If you doubt the quality or competency of the judges, come listen to the teams while they are judging on Wednesday. You can't talk with them while they are judging and if you bother them you will be asked to leave the room, but we have open judging and you are welcome to come watch and listen to the process.

2. The contest did something (you can fill in the blank here with anything you like) XX years ago and I will never be back.

Answer: This one is the hardest to resolve. I wasn't the Contest Manager XX years ago and can't fix what happened back then, but in 99.9% of the time, after further conversation I find that the thing that upset the person *hasn't been done that way for the last 7 years*. Things change, how about bringing a model to the contest this year and let me prove to you we don't do it "that" way any longer.

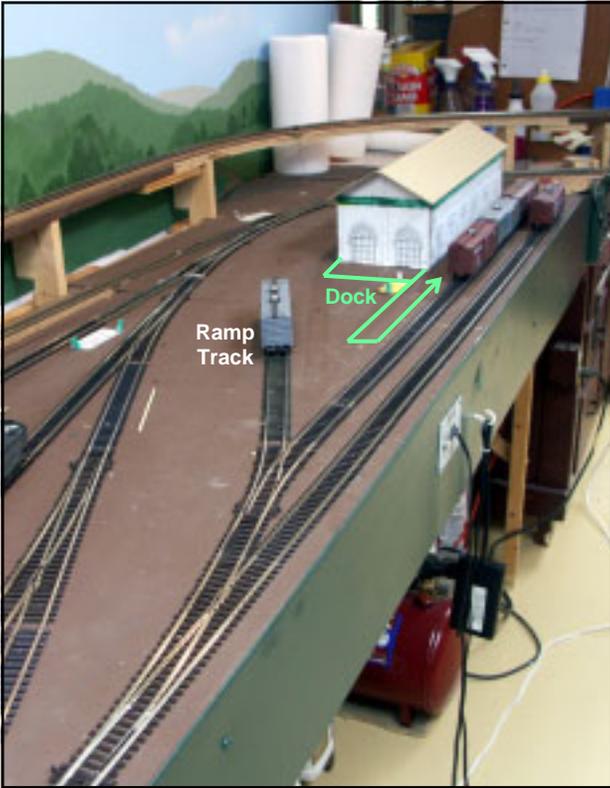
And the number 1 Myth!

1. There is too much paper work to enter the contest.

Answer: A winning entry requires 5 sheets of paper. One is the entry form with your name and address and the name of the model, the scale and the value. One sheet is the Judges Score sheet on which you will need to put the name of your model. The third sheet will either be the prototype photo or plan of the model you enter. The fourth and fifth sheets are your comments on how you constructed the model, the materials you used and the detail you applied to the model. You could probably reduce that to four sheets, but it is easier for the judges to read if you double space your text!

So how about we bury these myths and you bring a model to the contest!

Marty Vaughn
NMRA Contest Manager



NEW CHANGES ON THE J&G RR

The location of the “still under construction” **Stenzel Valley Freight House** has been moved to the opposite end of Stenzel Valley. The mock-up, shown in the photos below, swapped ends of the town for a better location with fewer tracks but more accurate tracks and almost as many car spots. The SV Freight House is modeled after an actual structure that was located in Latrobe, PA but was torn down in the 1950's. (see *E-SouthErneR* V46#2.5 (Fall 2005) “Deciphering Prototype Photos” for more on the Latrobe Freight House.) By swapping ends the building now sits in the same location relative to the tracks as the one in Latrobe.

The short stub track we are looking down in the bottom left photo will have a ramp added to its end simulating the same track utilization that was present in Latrobe. Each track in front of the Freight House will hold up to 6 cars each, The dock will be long enough to accommodate 5 cars with 5 more being serviced on the outer track by ramps between the cars just as in prototype practice. In the right hand view below, if the upper track was moved and straightened to run down the aisle in the direction we are looking and 4 more tracks were placed between it and the Freight House, this would accurately duplicate the arrangement in Latrobe.



A new Walthers 90 foot turntable has materialized in Gerryville in the last few months that promises to eliminate the congestion experienced by the motive power department for many years as traffic on the railroad has increased.

Another view of the new 90 foot turntable and an unusually empty Gerryville Yard. The control panel for the new turntable can be seen attached to the side fascia directly in front of the turntable.

SOUTHERN PACIFIC TRANSPORTATION COMPANY

DUNSMUIR 1954 Part 2

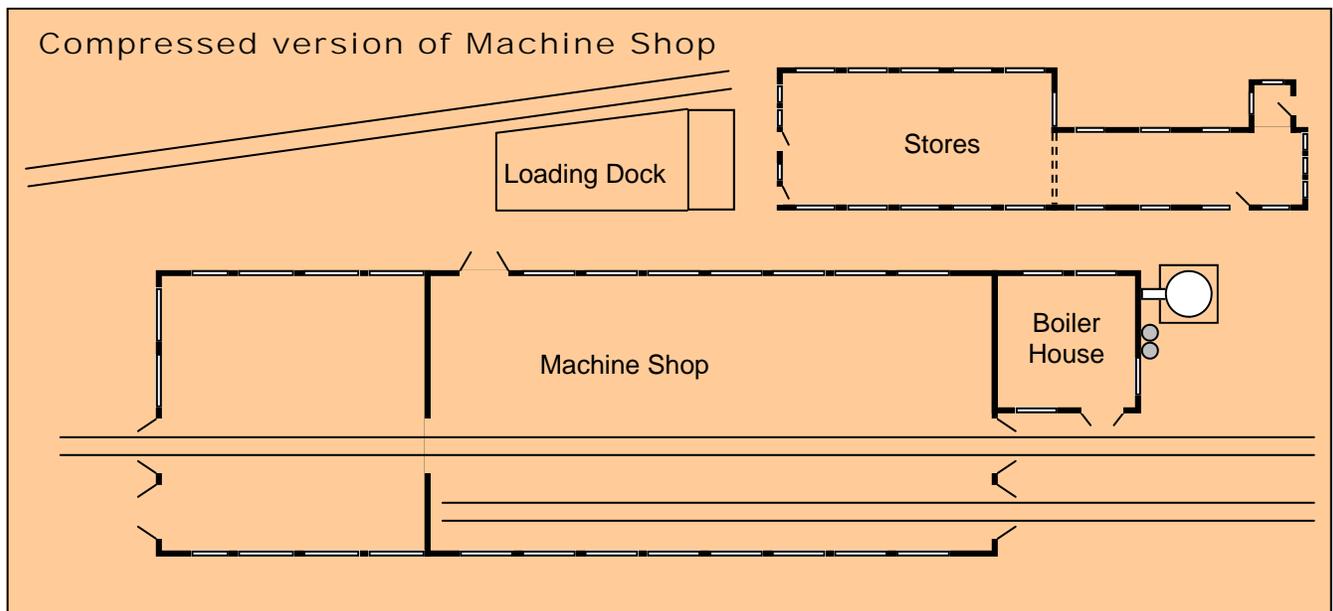
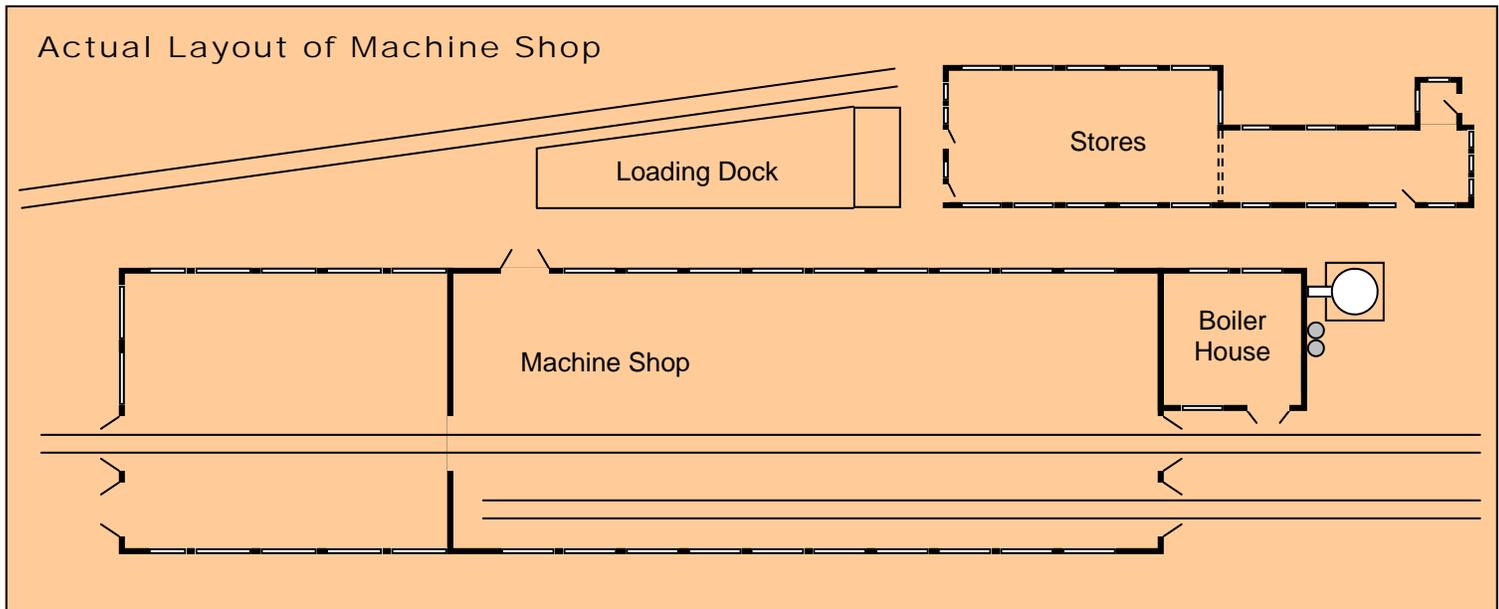
In part 2 of this multi-part story on Rick Hemingway's "SP Shasta Division" layout (Dunsmuir, CA in 1954) we will concentrate on the Machine Shop. Mainline Modeler did an article on the prototype structure in their July/August 1981 issue: "Dunsmuir Part VI - Freight House & Machine Shop".

The real building was a bit over 360 feet long (not 420 feet I said in the last issue - sorry.) counting the attached boiler house. Rick's original intention was to have as much of the building modeled as was reasonable for the space however since I was building the model we went quite a bit over that dimension (all right, a lot over). If we had had another 9 inches to play with, I could have built it to scale but as I could only get 39.5 inches of space without cramping the lead-in track curvature too much, I had to make do with that dimension. Still, that gave us about 290 scale feet of structure length, still an impressive dimension in HO scale.

As we had no idea what the inside of this building looks like, so putting in an interior was out of the question. No photos have come to light showing the inside of the building that I am aware of. There are however a number of photos of the outside of the building and they appear in various other publications and also at online websites.



All prototype photos in this article were taken by W. G. Voelker Jr.



The drawing at the top of the page shows the plan of the Machine Shop and supporting structures. You will notice that the number of windows on the side of the actual structure shows 10 windows in the main building plus 5 more in the annex. By removing a proportionate number of windows from each part of the building, I felt that the general overall effect could be maintained. This meant modeling only 8 windows in the main part and 4 in the annex. The width of the building would remain the same as that wasn't an issue.

Two tracks pass through the roundhouse and into the Machine Shop and can be seen in both drawings entering from the right side of each. As it worked out on Rick's layout, this is exactly the

way the yard was laid out. Even the curvature of the tracks would be close to the actual trackage in the real yard. In the actual building only one track passes through the full length and exits the other end however as originally built two tracks went through end to end.

Now my desire was to not have to scratch build the entire building if I could come up with some other solution. As it happens, DPM makes a wall section that would fit the bill almost perfectly to model the wall and its window opening. This particular wall section is actually used to let freight cars pass through a wall. They call this part a "Street Level Open Arch" part #243-30107. The only thing that needed to be done was to trim off 10 layers of brick from each side of each wall



and then adding a section of a plain brick wall panel 10 bricks high to the bottom of the door opening creating a window opening and sill. I cut up several wall panels (DPM part #243-30111 "Two Story Blank Wall") to supply the brick layers needed.

The side plan above shows how the wall panels are arranged. You will note that opening #1 is actually DPM part #243-30102 "Street Level Freight Door". This is used in this location because the window opening in that location is smaller than the remaining windows and is close to this size (minus the door). All the rest of the wall panels #2-12 are the "Street Level Open Arch" parts.

The two wall panels of the Boiler House that are facing this way on the above plan are a DPM part #243-30106 "Dock Level Freight Door" (shown with a door but will be replaced by a window) and another "Street Level Freight Door", in this case being used as is.

The whole opposite side of the building is a sheet (actually several sheets) of .040" styrene

sheet with appropriately sized window openings matching the windows on this side of the building. Looking at the photo below, you will notice that in two locations on the back side there are doorways and half-height windows above them and those openings and doors are also represented by .040" styrene so when one looks through the building, the correct openings and doors can be seen.

You will also notice that the building isn't finished yet. Well, the reason for this is mainly because it was on Rick's layout for several years awaiting my desire to bring it back to my place and finish it. And part of that dilemma concerned just how to do the clearstory windows on top of the roof without actually having to scratch build them.

Well, I still don't know so the building may sit for a while until I either find something that will work or physic myself up to do the job. There are only 11 windows in the annex section and something like 29 or 30 windows in the main building so this is only about 40 windows on each side counting both clearstories for a total of 80 counting both sides. So you can see why the clearstory win-





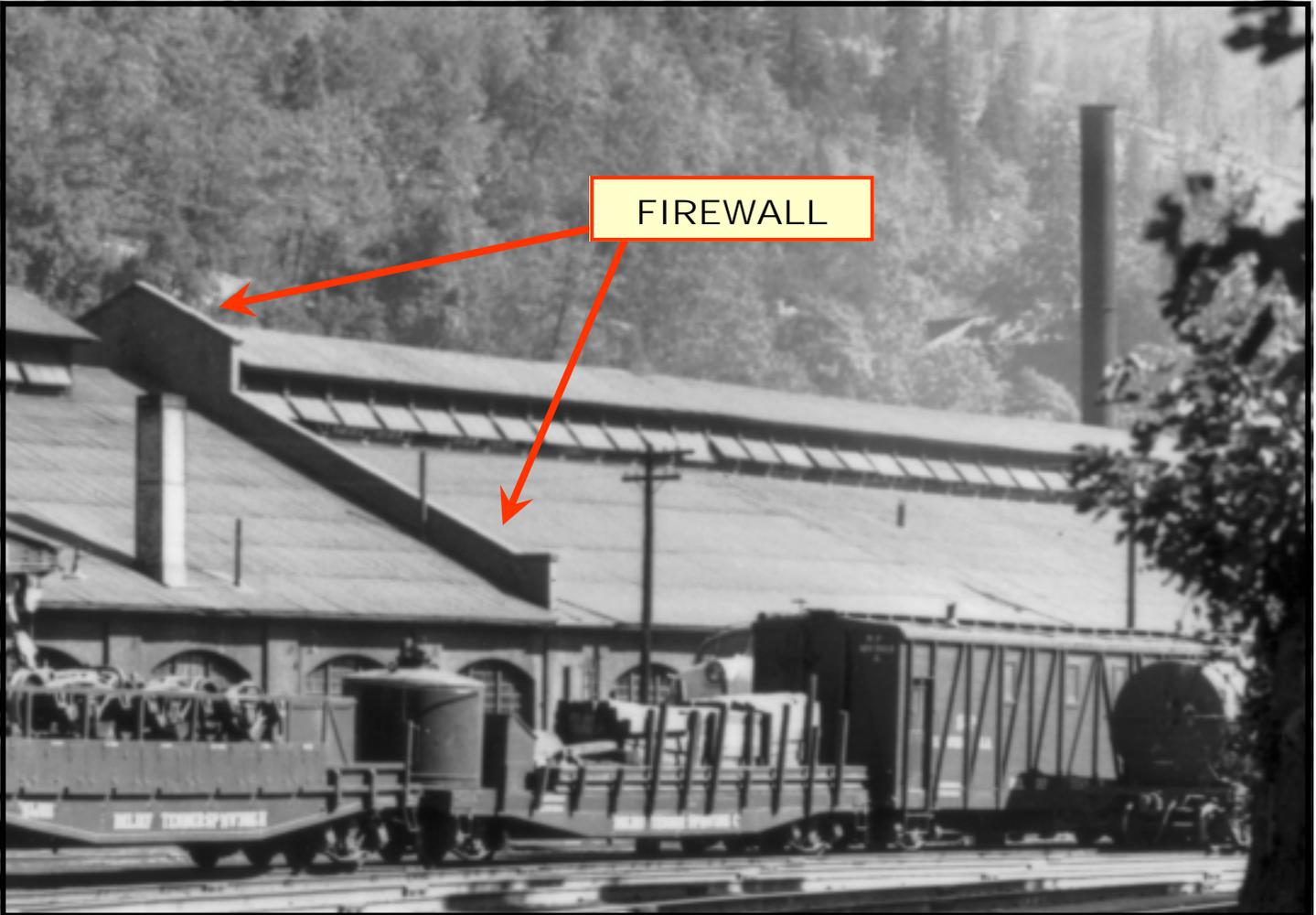
dow situation has been on hold for so long - 80 windows! Actually it isn't quite that bad as we aren't modeling the whole structure, just most of it. It turns out that there are about 2 clearstory windows per ground floor window meaning that proportionately I can reduce the number in the two clearstories by 2 in the annex and 4 in the main building so we are actually only talking about 68 windows, not 80. (Yeah, it doesn't sound any better to me either!)

Fortunately the clearstory on the Boiler House is a vent which was easy to model using clapboard siding styrene sheets and strip styrene.

Speaking of the Boiler House, there is also the matter of the smoke stack which is shown on the plan view on the previous page and seen at the far right in the photo above. This posed some problems at first just trying to figure out the shape of the lower part and base of the stack. Then came the question of how to represent that part and what to use for the stack itself.

Fortunately, the top part, the part you see in the above photo looming above the Machine Shop itself, was relatively easy to model. In fact almost dead simple. This part is the smoke stack from a Walthers Refinery Model (out of production but





FIREWALL No, I am not talking about the one you have installed on your computer (although it serves a somewhat similar purpose), I am talking about a (presumably fireproof) wall erected between two or more parts of a building to contain and limit the spread of fire within a structure. To be really effective they need to extend above the roof line of the structure. In the photo above we see a correctly built firewall. There is a similar one on the other end of the building protecting the Machine Shop from the Boiler House (see photo of the model below). These two firewalls were built using Vollmer Brick Wall sheets (part #770-6028) for the brick and trimmed as needed. These brick wall sheets would play a greater role when it came to starting construction of the roundhouses.

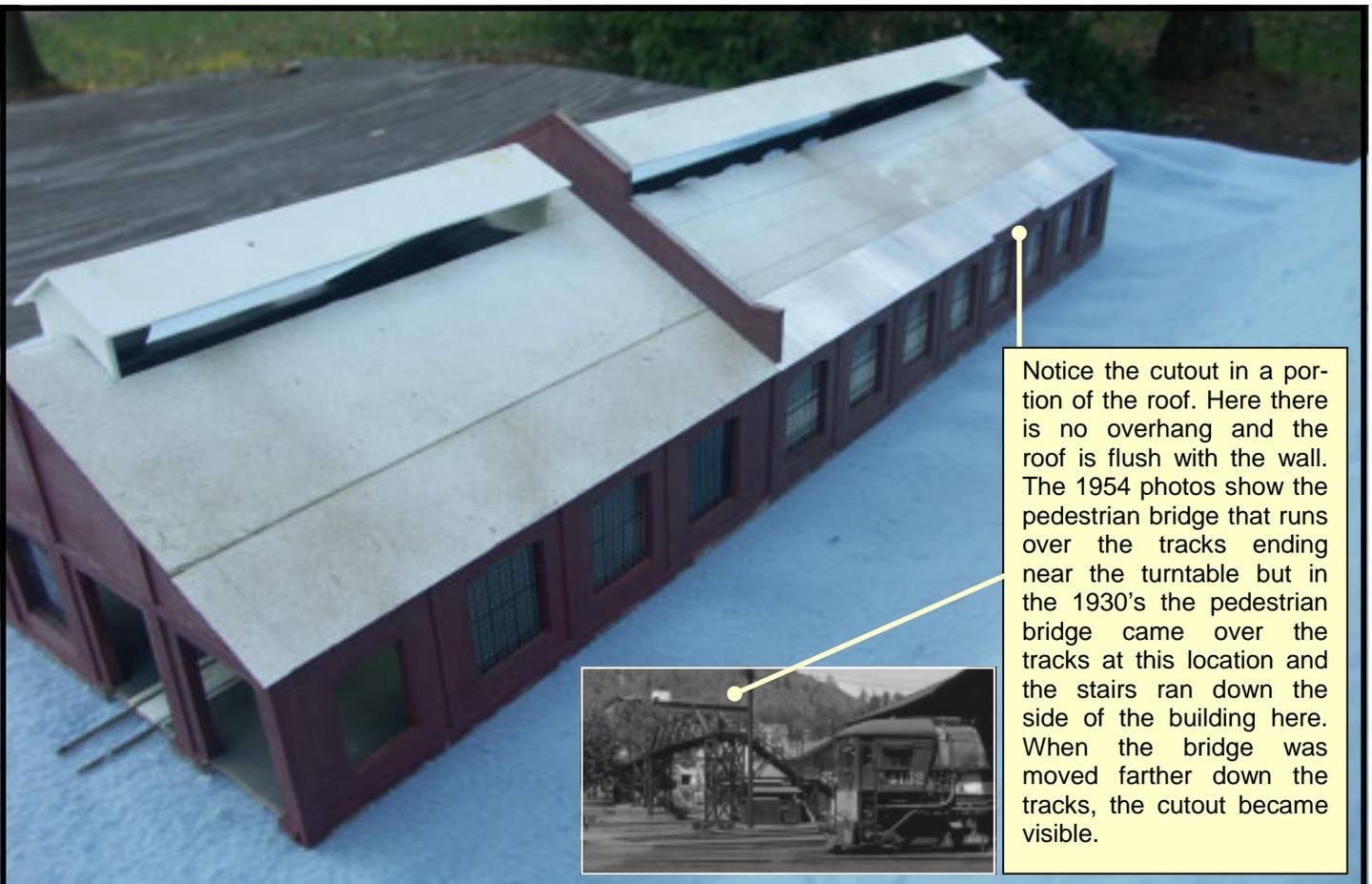




While this space almost cries for an interior, since I have no real idea what was in here, there isn't very much I can do about it. I do know what the inside of the NS Steam Shop in Birmingham, AL looked like because I have photos of the inside of it taken on a tour at the 1988 NMRA convention. The problem would also be that even if I had all of the machinery from the insides of Sam Swanson's, Scott Matherly's & Mike Smith's Car Shop models it probably still wouldn't be enough to fill this building! Maybe without the annex but certainly not the whole building.

In the earlier days of the Machine Shop, the track you are looking down in the photo at top right would have also exited the far end as the track to its right does. Presumably the opening in the wall that the track passed through was bricked up after the track in the annex was removed but I don't know that for a fact. The Machine Shop plan drawing that appears in Mainline Modeler suggests that the opening has been filled in. I have to wonder if the fire-doors on that wall would have been a pair of doors that were hinged or one that slid from side to side along the wall?

In steam days a 2-10-2 would be residing on the left-hand track in the top right photo. This facility did heavy repairs on that class of locomotive and this track would have a partially dismantled locomotive sitting here. Both tracks that exit the main building behind us in this view continue on through the roundhouse and out onto the turntable.



Notice the cutout in a portion of the roof. Here there is no overhang and the roof is flush with the wall. The 1954 photos show the pedestrian bridge that runs over the tracks ending near the turntable but in the 1930's the pedestrian bridge came over the tracks at this location and the stairs ran down the side of the building here. When the bridge was moved farther down the tracks, the cutout became visible.



A very good photo of a wreck crane and its train. Too bad we are modeling the building behind it which the train is blocking by its presence! Notice in the view, looking to the left of the crane, that you can see through the windows on the end of the building and through the windows on the far side as well. Notice also the windows seen to the right of the crane, under its boom and above the crane tender. These windows are inset into the wall some distance.

According to the plan drawing of the building in Mainline Modeler, the firewall seen on the roof is 17 inches thick and so most likely the walls of the building are a similar thickness. That is a little less than one quarter inch thick which is much thicker than what the DPM wall panels are meaning that to correctly model the windows, the walls would need to be thickened about an eighth of an inch on the inside. Compare the photo above of the real building to the windows on the model in the photo below.





across are B&W with a very few in color but not of the stack. Black & White photos tend to treat some colors the same such as red & yellow. I've already gone this route with the Boiler House assuming that it was the same color as the Machine Shop it is attached to. But after painting the whole building brick red, I stumbled across a color photo of the real building only to discover that the Boiler House was actually YELLOW and not BRICK RED!

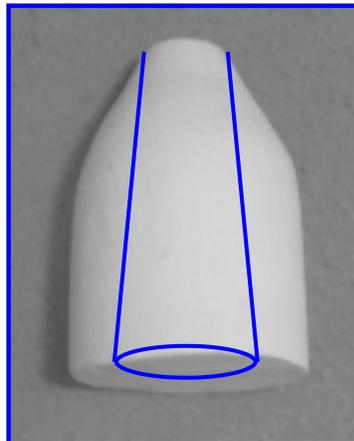
still available if you look around) that I happened to have on hand. Using both the round tube and the funnel-shaped lower section would give me the upper two thirds of the stack. The lower third would be the hard part but I had noticed that the basic shape of the base (presumably made of brick) looked very similar to a plastic soda bottle.

While at work I checked out the various soda bottles on the shelves until I arrived at what looked like the correct-sized bottle to use for the base. After draining the contents and cleaning the insides, the bottle was turned upside down and the bottom removed. Next the end of the bottle was corked and I mixed up a small batch of Hydrocal and filled the upside down bottle with it. After that had set, the plastic bottle was peeled off and the resulting shape was trimmed and sanded until I had the general shape I was looking for.

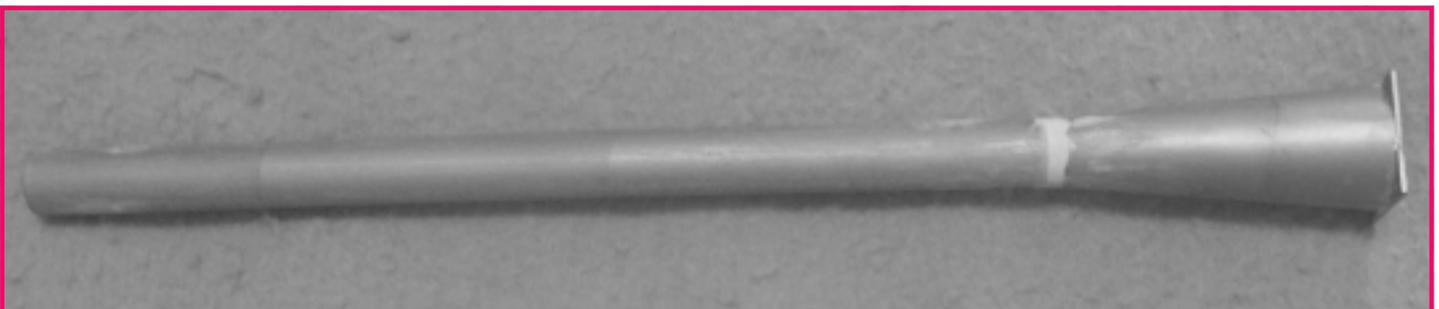
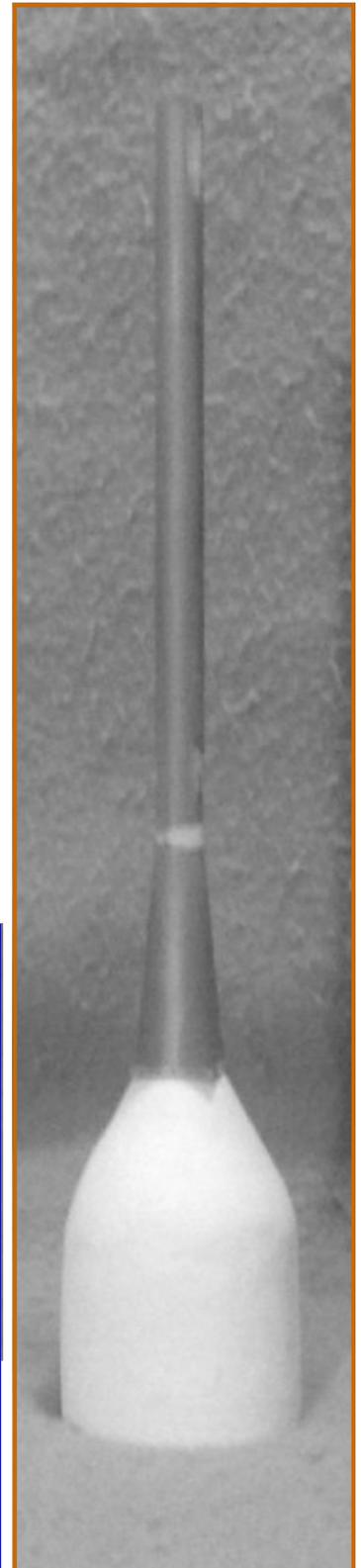
You will notice that the base is still in "the white" as it still isn't really correctly shaped, I may yet go looking for a better shaped mold to start with but for several years this stand-in (seen at right) had been used when the building was on Rick's layout.

I haven't been sure exactly what color to paint the base yet. All the photos I have stumbled

More on the Machine Shop in the next issue.



The outlined shape shown above is closer to the actual shape of the base. The shape we have here actually looks more like a good start to a Beehive Oven.



Southern Pacific GS2 #4414 at the Oakland Mole one evening in June of 1954. The train is the Klamath bound for Dunsmuir, CA and points north. Photo by W. G. Voelker, Jr.



WHY DID THE SOUTHERN PACIFIC “DAYLIGHT” LOCOS RUN ON THE CENTRAL OF GEORGIA?

During WW I, the United States Railroad Administration designed a series of steam locomotives for use by all American railroads. These were known as the USRA type locomotives. After that time, the Big Three locomotive manufacturers (Baldwin, American Locomotive Company and Lima) built locomotives to specific designs requested by each railroad. Each design was for specific needs of that particular railroad. Some railroads had fairly level terrain, such as the NYC, the ACL, etc. So, for passenger trains, they needed fast “racehorses” but did not need to haul heavy tonnage over mountain grades. So they chose locomotives with high drivers such as the NYC Niagara (79”) and the ACL R-1 (80”) drivers. But the Norfolk and Western, which had to drag heavyweight passenger trains over mountain grades, needed a loco with more power, but not as much speed, which was the Class J (70” drivers).

The Southern Pacific had long runs of fairly level track along the California Coastline, but interspersed with some short steep grades. So a 4-8-4

with 73 inch drivers was designed. These were built by Baldwin, were designated GS-1, and were not streamlined. A second set of locomotives were ordered to essentially the same plans but these were streamlined. These were built by Lima and designated the GS 2 series. The Southern Pacific needed locomotives for a faster schedule between Los Angeles and San Francisco, so the next series, the GS 3 and GS-4 were built with 80 inch drivers. The dual-headlight GS-4 locomotives are the ones we are the most familiar with, represented by #4449.

During WW II, there was a shortage of steel, so it was very difficult for a railroad to buy new locomotives. Production was controlled but the War Production Board. The Central of Georgia needed larger locomotives on its roster. A series of 4-8-4’s was allowed by the Board, but these had to be built to an existing set of plans rather than drawing up a new set of plans. Various designs were considered, but the Southern Pacific GS 2 plan (SP #4410-4415) seemed to fit the required features needed for the C of Ga, and the 73 inch drivers were the size needed. So the Central of Georgia’s 4-8-4 locomotives were built to the SP GS 2 plans with 73 inch drivers, but without the streamline shrouding. The Southern Pacific ran their locomotives on oil rather than coal, since oil was more readily available in California than coal. So the Central of Georgia engines were built to run on coal as a fuel.

These 4-8-4’s were called “Big Apple” on the C of Ga. Originally, these locomotives, were designed to have large tenders. But someone realized that the turntables in Savannah, Macon and Columbus, were not long enough, so very short tenders, riding on 4-wheel trucks had to be built instead. This produced a weird-looking large Northern type 4-8-4, with a small, short tender which looked so out of place. And with the small capacity for coal and water, more frequent stops for refueling were required. In the Model Railroader “Steam Locomotive Cyclopedia”, compare the Southern Pacific GS 2 plans and photos with the Central of Georgia “Big Apple” 4-8-4 locomotives. Note especially the loco cabs. To look at the un-streamlined C of Ga 4-8-4 with its short little tender, and the Southern Pacific’s sleek streamlined GS 2 and its long stylish tender, one would not realize they were built from the same plans.

Joe Nichols Sr.

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Manufacturers/Dealers: Walthers, Westerfield, F & C, Bob's Photos, Mainline Photos, Southern Car & Foundry, and Speedwitch Models

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Pre-registration \$35, payable to Prototype Rails, to Marty Megregian, 480 Gails Way, Merritt Island, FL 32953.

There will be a dinner available on Thursday, Jan 4, at a local restaurant and a gathering afterwards at my home for early arrivals. Hotel activities are: Jan 5, 10 AM -Midnight, Jan 6, 9 AM-Midnight, Jan 7, Layout Visits.

7 prototype based layouts will be open for visits locally on Sunday, Jan 8, Ken Farnham's FEC [1970s], Lou Ullian's On3 Logging [1930s], John Shankland's O scale 3 rail CB&Q, Tom Wilson's HO scale P&WV [phone #863-424-7343], Marty Megregian's O scale UP [1950's], John Wilkes' HO scale L&N/ Southern Norton, VA, [1970's] and Mike Brock's HO scale UP [1954].

There will be two op sessions available on Thursday Jan 5 at Tom Wilson's and Mike Brock's layout. Those wishing to join in a session should indicate their choices in pre-registration and make direct contact with the layout owner. Selection will be on a first come basis.

A special dinner on Saturday, Jan 7, for Prototype Rails attendees only will be available for \$ 20/person. Tickets are required and must be purchased no later than Saturday morning. Tickets may be purchased and reserved in advance and included with the cost of registration. Registration plus dinner is \$55/ person. Spouses not attending presentations do NOT have to register.

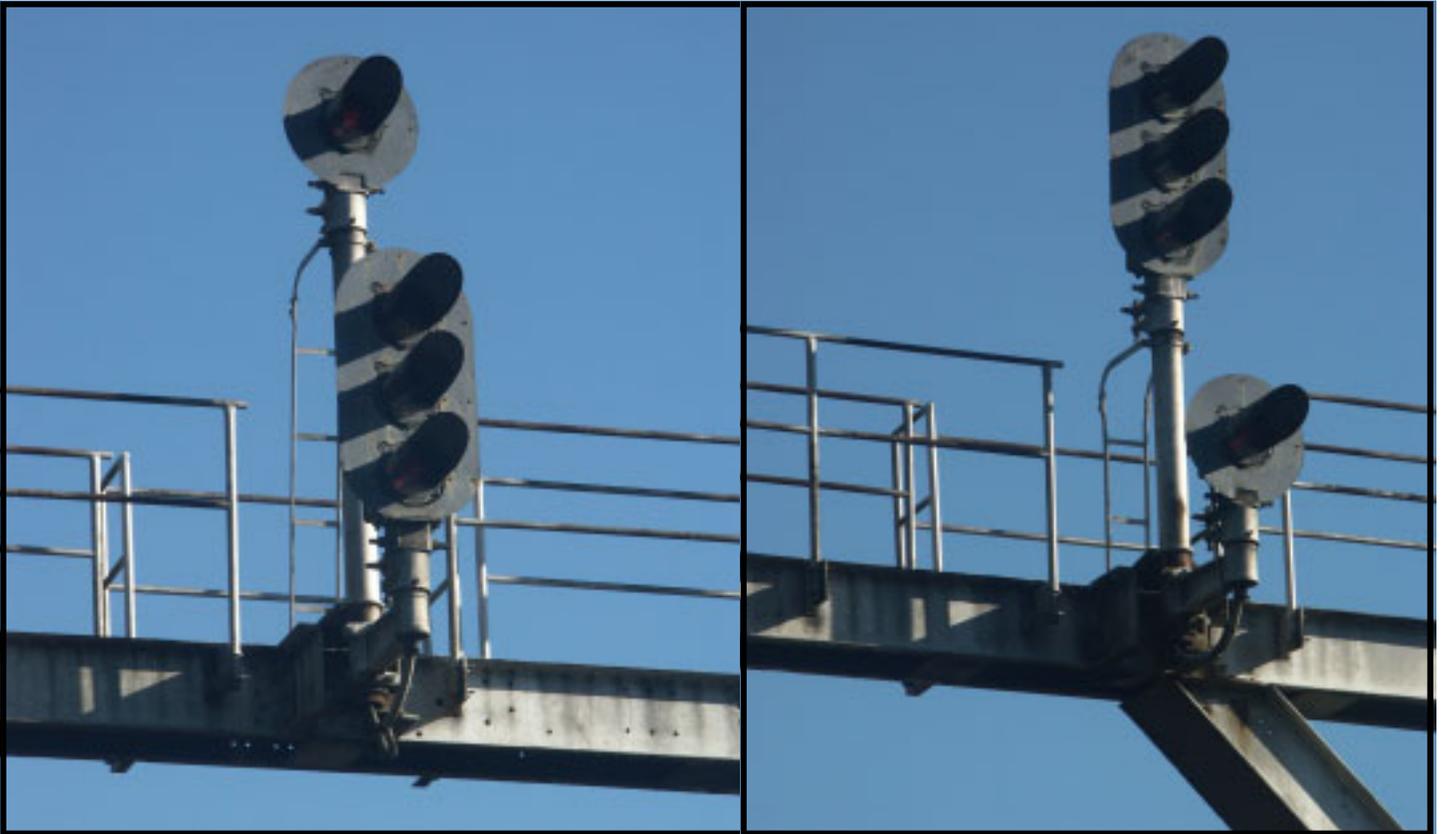
FOR INFORMATION: Contact Mike Brock at: brockm@brevard.net or 321-453-4140.

SRR SIGNAL TOWER PHOTO STUDY



SIGNAL AT
WALTHER















Editor's Meeting in Philly

Gerry Leone, MMR Deputy Chair
NMRA Membership Services &
Promotion Dept.

The NMRA's Membership Services and Promotion Department hosted an informal newsletter editor "get-together" at the Philadelphia Convention. Being Deputy Chair of that department and editor of the Thousand Lakes Region's newsletter, I had the opportunity to both put the meeting together and host it.

The Editors' meeting was held on Friday, July 7, at the Philadelphia National Convention. Present were: Bruce Hanrahan, Karl Kobel, Kurt Kramke, Barb Rothwell, Jack Dziadul, Tim Fisher, Wayne Karns, Paul Voelker (SER Editor), Bob Gangwish (SSR Editor and NMRA Secretary) and myself. Invited "special guests" included Dave Liesse (NMRA VP), Jan Wescott (Chair, Membership Services), Mike Brestel (NMRA Pres.), Tony Koester (NMRA Director and MR columnist), Chuck Diljak, Jim Zinser ("Scale Rails" columnist), Larry De Young ("Scale Rails" Publisher), and Stephen Priest ("Scale Rails" editor).

Editors were first asked what they would like to receive in the future from the Membership Services Department. Some said they'd like meeting and event notices, others wanted publicity about what the NMRA is doing. Several mentioned modeling tips or short articles including a photo.

The subject of the possibility of publishing "articles" from the convention clinic books was discussed. The NMRA has a one-time publishing agreement with the clinicians, so editors need to contact the clinician directly for approval before publishing.

We touched upon the subject of a policy for reproduction of articles from one newsletter in another. Even though it's generally permitted to reproduce another newsletter's article, permission must be obtained from the author before reprinting, since authors always retain the copyrights to any article they pen. We also talked about every newsletter including specific wording about republishing and rights. I'll be forwarding that wording in a separate mailing to all editors.

As far as getting articles, Tony Koester mentioned that sometimes it's easier for the editor him/herself to simply interview an individual with the intent of turning the interview into an article. That way, the individual doesn't feel pressured to actually write the article (chances are that person will never get around to it), and the information still gets published.

We quickly turned to the subject of "Scale Rails," however. New editor Stephen Priest was present, and while he didn't bring along

★ **Western South Carolina Meet** ★
★ Our Fall Meet is planned for Saturday, November 4, starting with registration about 9:30 am. Clinics, demonstrations, layout tours, just general fun and fellowship. Auditorium, Allen Bennett Memorial Hospital, Highway 29, Greer, SC (same site as previous meets). Full details will follow by direct mail, e-mail, and on the Yahoo SER newsgroup. Although the SER membership is still the nuclear group, this meet is open to anyone with an interest in model railroading and certainly members of adjacent divisions. Hosted by our informal operating group, the Upper SC RR Club. ★
★ For information, contact: Dr. Bill Alverson
★ Palmetto Division Superintendent
★ **864-877-0432** or
★ **wealverson@juno.com** ★



*New Scale Rails Editor **Stephen M. Priest, MMR** (left) talks about writing & getting articles for use in publications.*

samples of the reformatted magazine, everyone who's seen pre-production copies of it has said it'll be very impressive. (OK, he did let me sneak a peek, and it looks great!) He was asked how he sees the magazine being different from the newsstand publications. (His first issue is the September issue.) He answered that he wants to change the image of "Scale Rails" from being a "5-minute magazine." Because the NMRA is an organization of people, not objects, he plans to focus on model railroading and peoples' relationships to it - why people do what they do in our hobby. He plans to include more Recommended Practices in the magazine, too, and will report on how well new products meet existing NMRA RPs. This will help give "teeth" to the RP program once again.

Publisher Larry De Young emphasized that the magazine will run negative product reviews if the product warrants it, even at the risk of losing an advertiser.

In addition, Priest said that he will definitely spin "Scale Rails" away from being "Model Railroader-like." Everything the magazine does should be relevant to NMRA membership, he said. And since MR and RMC do lit-

tle to publicize our convention, the contests and models, and activities, more of that will appear in Scale Rails.

Priest added that Regions and Divisions can help provide information to the Bulletin section of the magazine. He requests that Regions and Divisions include him on their distribution list. ("Region Roundup" columnist Jim Zinser also requested all Regions and Divisions to send him copies of their newsletters. This information, along with their addresses, will be part of another mailing to all editors.) Priest concluded that "if you write a good article for your newsletter, it could end up in "Scale Rails."

The group also discussed why NMRA members have to pay for the magazine of their organization. Mike Brestel fielded this question by explaining that there was a time when the NMRA began to track activities as profit centers, so the magazine was priced-out separately. In addition, at that point in time there was a significant number of NMRA members who didn't want to receive the magazine and threatened to quit if they were forced to receive it.

Today, however, that attitude has changed. Publisher Larry De Young mentioned that he hoped that sometime in the near future when the NMRA is back on solid financial ground that that policy could change.

In the way that discussions meander, much, much more was touched upon in the 90 minutes that the group met. Again, some additional information will be coming from the Membership Services & Promotion Department in a future emailing. But, bottom line, it was great to have so many important guests present at what started out as a "meeting without an agenda." It shows that the NMRA respects and values its Regions' and Divisions' newsletters, and its editors.

Membership Report

Southeastern Region

National Model Railroad Association

September 2006

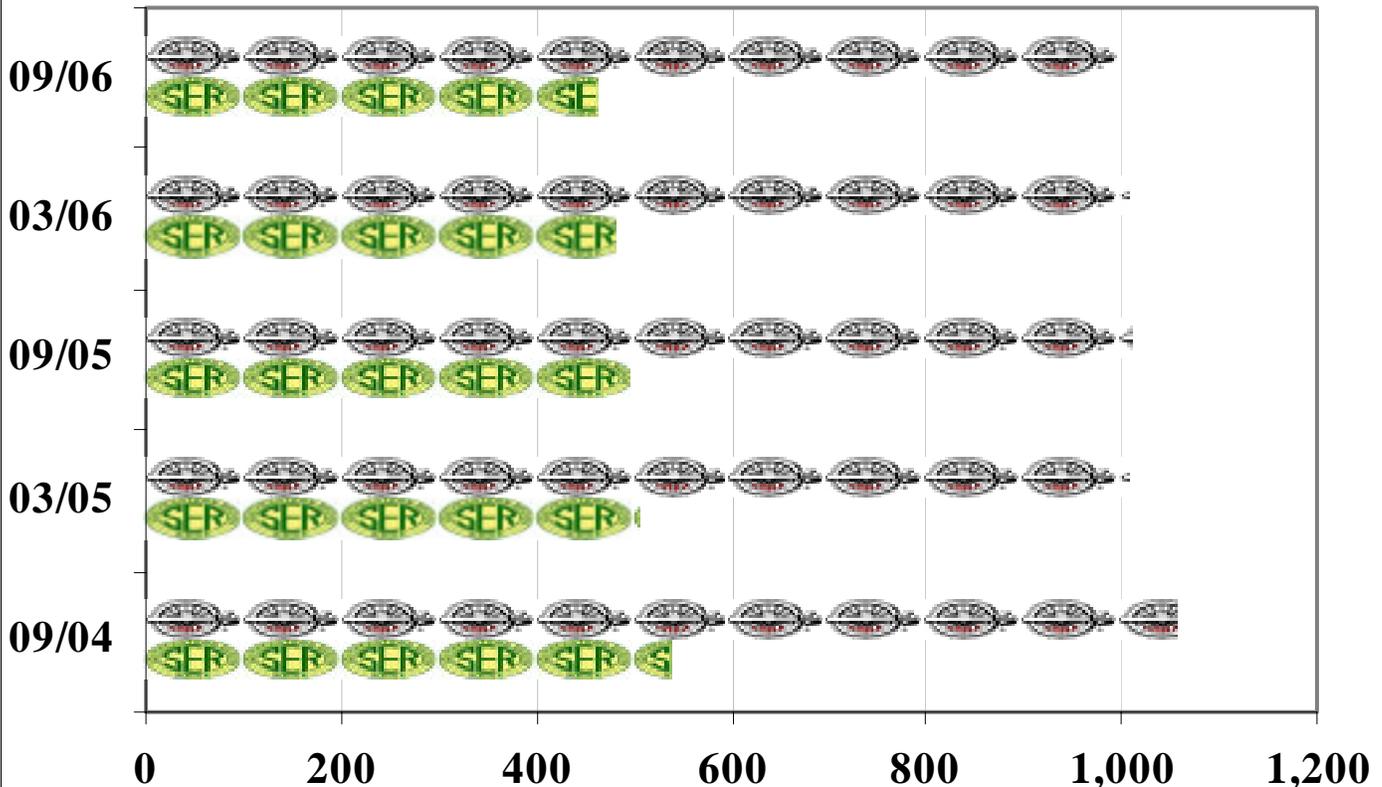
NMRA membership in the SER remains steady, with a net drop of 8, or less than 1%, over the last eighteen months. SER subscriptions to *The SouthErneR* have dropped by 46, or 9%, during the same period. The difference in levels may be related to difficulties with the region subscription renewal section of the NMRA online membership form. Check the region expiration date on your NMRA membership card. If you have recently renewed but your region expiration date has not changed, contact the NMRA. If you were billed only the NMRA renewal rate, pay ahead to bring your SER subscription up to date.

If you have questions about your membership or your information in the NMRA database, do not hesitate to contact me for assistance. I may be reached at (770) 279-2527 or via email at rvcoble@yahoo.com

Rick Coble, Registrar

Region Membership Thermometer

September 2006



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www.piedmont-div.org/ser2007

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Econo Lodge	Hampton Inn	Holiday Inn	Howard Johnson	Knights Inn
Motel 6	Quality Inn	Ramada Inn	Red Carpet Inn	Super 8
	Sleep Inn		The Lodge at Red Top Mt.	

Suggested after-hours "Gathering Place" is AJ's Café at the Holiday Inn
 Holiday Inn is also offering \$65/night rate: Use Code: SER RR Convention

2007 SER Cartersville Convention Registration Form

Name: _____ NMRA # _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ e-mail: _____

(Confirmation will be sent by e-mail)

Name on ID Badge: _____

Spouse/Other Attendees: _____

NMRA Member - Full Fare includes all Convention activities, Tours, Train Show, Banquet, Auction & Sunday Morning Breakfast

Full Fare Registration: Postmarked by 03/15/07: \$35 x ____ = \$ _____

Postmarked after 03/15/07: \$45 x ____ = \$ _____

Non-Rail; Spouse: Postmarked by 03/15/07: \$25 x ____ = \$ _____

Postmarked after 03/15/07: \$35 x ____ = \$ _____

Kids Under 12 **FREE** Please indicate number: x ____ = \$ **N/C**

New NMRA Membership Dues: \$48 x ____ = \$ _____

NMRA Member Day Fee; Sat. Only, **WITH BANQUET:**

Postmarked by 05/01/07: \$25 x ____ = \$ _____

NMRA Member Day Fee; Sat. Only, **NO BANQUET:** \$20 x ____ = \$ _____

TOTAL: \$ _____

Make registration check payable to: Piedmont Division, NMRA

**And mail to: 2007 SER Convention
 c/o Randall Watson
 730 Morning Creek Lane
 Suwanee, GA 30024**

\$25 GIFT CERTIFICATE

To promote attendance to the 2007

"Trax To The Max"

SER regional convention, the committee is offering a \$25 Gift Certificate to four participants whose names will be drawn at random from the pool of Full Fare registrants that were registered on or before the March 15, 2007 early registration deadline. The gift certificates can be used at any vendor at the convention train show.

McWane Center hosts
Model Train Exhibit
for 2006 Holiday Season

Members of the Wrecking Crew report that the Club's LG&W model railroad will be on display for the 2006 Holiday Season at the McWane Center located in downtown Birmingham. The layout will be setup at the exit to the Imax Theater from the day after Thanksgiving to January, 2007. A McWane Science Center admission is required to view the layout.

Palmetto Division Fall Meet

This is still in the works for **Saturday, November 4**, to be held again in the Auditorium of the Allen Bennett Memorial Hospital, on US 29, in Greer, SC--the site of our previous upstate meets. Contact info: wealverson@juno.com

Although the program is still in the formative stage, the schedule will be about the same as before, with registration starting about 9:30 AM, clinics beginning about 10:00, lunch on your own about noon, layout tours in the afternoon. Full details will be sent out via snail-mail, e-mail, flyers, and word-of-mouth. Make your plans! Members of adjacent divisions as always are welcome.

Come "tail-gate" with us in Greer!

MAGIC CITY MODEL RAILROAD CLUB









DIVISION NEWS



Your Region Editor (Paul Voelker) made a guest appearance at the Steel City Division's monthly meeting driving all the way over from Flowery Branch, GA (35 mile NE of Atlanta) and then back again the same night. As I was on vacation and had wanted to see one of Steel City's meetings anyway, I would also have the added bonus of seeing the Magic City Model Railroad Club's layout.

Some of the members met at the Sneaky Pete's in the Vestavia Hills City Center Mall before heading over to the Magic City layout which resides on the opposite side of the Mall. This is similar to the meeting arrangement that the Piedmont Division does at their monthly meetings except Piedmont has their BOD meeting along with the meal whereas Steel City's guys were just eating.

The meeting itself turned out to be fairly short, mainly focusing on electing new officers and making plans for their upcoming Trainshow in October.

After the meeting, the Magic City guys let the SCD members run trains on their O-Scale layout. I spent most of my time talking with various members that I knew including the Steel City's editor **Sam Fell** and also **Scott Matherly**, **Malcom Sokol**, **Mike Broadway**, **Tom Cusker**, **William Lature**, **Joe Gamble**, **Jack McCraw**, **Carey Ketchum**, **Jim**

Ketchrsid and others whose names I've forgotten (sorry guys). While we were talking, and while the trains were running merrily around the tracks, that sound we all tread was heard... the sound of cars hitting the ground.

Seems one of the operators may have gotten distracted and his Ore Train accidentally plowed into the leading Log Train's rear derailing a couple of log cars. After rereiling the Log Train, things returned to normal and the conversation continued however a few short minutes later the Log Train got its revenge on the Ore Train in a spectacular derailment (at the same spot - see inset in photo at top of the next page) that resulted in cars, wheels and loads being scattered everywhere!

The Magic City Model Railroad Club is located in the Vestavia Hills City Center Mall just off of US-31 in downtown Vestavia Hills which is a suburb of Birmingham, AL. I really enjoyed my visit with the Steel City Division and plan to attend another one of their meetings in the future. For more information on the division and their activities, visit their website at:

www.scd-nmra.org



Steel City Division Election Results

At the September 21, 2006 meeting Division Officers were elected. **Carey Ketchum** and **Sam Fell** were reelected to their respective positions of Treasurer and Secretary. **Jack McCraw** was elected to Division Superintendent replacing **Tom Cusker** who decided not to run for reelection. The group thanked Tom for his dedicated service to the Division as Superintendent and Secretary.



PIEDMONT - DIVISION 5
Bob McIntyre - robert.mcintyre@ge.com
www.piedmont-div.org

Get your calendars ready! The **Piedmont Pilgrimage** is coming in November. The Committee has been working very hard on scheduling all of the layouts. This year the number of railroads that will be open during the weekends in Nov. will be close to 60. The last couple of years the Pilgrimage has become the Piedmont Division's primary outreach program. With the visitor totals reaching into the thousands it promotes the hobby in a direct way. If you are coming from outside the metro Atlanta area feel confident that any weekend will offer quality layouts for your



Above **Randall Watson** receives his Chief Dispatcher certificate from Joe Nichols, Jr.

Below **Perry Lamb** getting his Volunteer Certificate from Joe Jr.



viewing enjoyment. To preview the layouts go to our website, www.piedmont-div.org and click on the Piedmont Pilgrimage link.

We have had a good summer for attendance at our monthly meetings in Tucker. Members and visitors are always welcome. You will be treated to great fellowship and quality clinics each month.

In August **Krista Gridley** (pictured below) presented

“ G Scale Outdoor Landscaping”. Since most of us do not model in G Scale it was very interesting and informative. Krista has a master's degree in landscape architecture. Her thesis was done on outdoor



landscaping with G Scale and with the help of the G Scaler's in the Piedmont Division. She presented outdoor layouts (including public gardens) in an educational slide show. Model Railroading is only limited by your budget and imagination!



Charlie Crawford presented “Building in Styrene” in September. Charlie is a fine model builder and is active in the Achievement Program. This clinic is one of many on topics that we can use in building our layouts. Charlie also manages our Video Library pro-



Plans are continuing each month on the 2007 Regional Convention in Cartersville, GA. All of the facilities are in place. The world-class clinicians are coming. Rooms are being booked. The tours are being set up. We look forward to seeing everyone in the SER in May.

Happy railroading!
Bob McIntyre
Superintendent

Above (L to R) **Brian Glock, Scott Perry & Howard Goodwin** conduct the division's auction in front of a crowd of people.

Below View from the back of the room. Standing at center is **Perry Lamb** with SER VP **Joe Gelmini** rummaging through a box of "stuff" on the table.



Top **Del Kittendorf** (seated) and SER Registrar **Rick Coble** work the entry desk.

Below **Del Kittendorf** and **Marie Perry** compare notes at the computer check-out table.



gram. This is where members can check out videos each month at no charge. We also have a Book Library program that operates in the same format.

On September 23rd the Division hosted the bi-annual Auction at the Elks Lodge in Tucker, GA. [Next auction will be sometime in January. Ed.] Everyone including non-members of the NMRA is welcome to come and participate. Participation includes bidding on and selling railroad related items. For a small entry fee you get a great evening of entertainment. We all know there is "stuff" in your train room that you are never going to use. Also, you can find many "treasures" that would look great on your pike.

BLUFF CITY - Division 10

Ned B. Savage - nssavage@juno.com

The Summer of 2006, as now ended and Fall and Winter Events are being planned. The Bluff City Division is going to put a display the Memphis Pink Palace Craft Fair, which will be held in Audubon Park on October 5th, 6th, & 7th. The Division is also displaying at the Memphis Pink Palace Museum during the month of October with just about all gauges and historical photos of the local Railroading History. The set-up for this event will start on September 23rd and the display will open to the public on October 7th and end on October 29th. During the display, division members as well as non-members are invited to bring in their own trains and operate the layouts of their choice.

Of course, members of the displaying group will have first priority. The Memphis Modular Group's HO layout will there, as well as the Bluff City Bend Track (N-Scale). The Mid-South Garden Railway Group's Modular Layout is also scheduled to display, and there may be a Z-Scale layout as well. No word on a display of S, O, or On30, or other Scales, there will also be model displays of structures and rolling stock. Anyone desiring to exhibit anything at the Event, please contact me. All Displays and Artifacts

will be in secured cases. The removal of the items will start on the evening of October 29th, and must be accomplished by the 31st of October.

The layouts and model displays are being encouraged to just move a few blocks to the East, and set-up at the Highland Street Church of Christ, for a "One-Day" Train Show and Model Contest. This Train Show's Date is the 4th of November. The local Hobby Shops have already committed to having tables. Table Prices not have been set yet, but a price of \$ 15.00, more a person rents, the less the fee, was being explored. Entry Fee has been set at \$5.00, with all net profits going to the Church Sponsored group Agape', a group that helps in the disadvantaged community. This is the Church that allows the Memphis Society of Model railroader to meet at monthly, and offers their audio and video equipment use, all at no charge to the group.

A non-NMRA Group, the TCA will have their Train Show and meeting on the 1st Saturdays of October and December at a New Location, at the Methodist Church at the corner of Walnut Grove Road and Walnut Bend Road in Cordova (east Memphis). These Train Shows are primarily O-gauge, and are open to the public from 9 AM to 12 noon. There is an entry fee of \$5 or \$6 with a slightly higher entry fee for their members.

HAVE YOU REGISTERED YOUR PIKE?

by Gerry Leone, MMR

The Pike Registry, part of the NMRA's Membership Services and Promotion Department, is one of the lesser known services of the NMRA, yet it's been around almost as long as the organization itself. By sending in an application to program manager Dick Schneider, along with a \$10 donation, NMRA members can register the name and reporting marks of their model railroad in the Official Register of Model Railroads (ORMRR) for two years. In return they receive an official registration certificate along with a CD of the current ORMRR. (Printed versions are also available to those without computers.)

The ORMRR is a tremendous resource for those who travel and would like to visit model railroads during their trip. The Register lists names, addresses and phone numbers of registrants, along with visitation preferences.

Studying the ORMRR is fun in and of itself. Currently it contains well over 500 pikes, some of which are as yet unbuilt. Among those appearing are prototypical names such as Union Pacific and Burlington Northern. But others have registered more whimsical names, such as the Kneedy & Lackamoney and the Downe & Owlte. It makes for great reading.

The Pike Registry was updated and streamlined last year and is now a self-supporting volunteer-run part of the NMRA Membership Services and Promotion Department. Besides the fun of receiving an official certificate and the ORMRR, it gives members a great way to make a small donation to the NMRA.

For details on how to get your pike registered, visit the NMRA website at:

<http://www.nmra.org/pikereg>

CUMBERLAND - Division 11**Bob Hultman - hultman@bellsouth.net**<http://tcry.org/news.htm>

Cumberland Division has been preparing for Day Out With Thomas 2006 (our 5th consecutive year to do DOWT) at Tennessee Central Ry Museum the first 2 weekends in September. The HO RR is operating in the Thomas Gift Shop, running two main lines with Thomas the Tank Engine by far the big hit. We can run all the prototypically correct trains we want to, but when Thomas comes 'round the bend, the kids went wild. We even ordered more Thomas rolling stock to run during the 2nd weekend of DOWT.

Nashville Ntrak has their modular RR over at the TN State Fair for a 10-day run Sep 8-17. We've had record attendance on both Saturday and Sunday for the first weekend of Day Out With Thomas, plus record merchandise sales. This is the major fundraiser for Cumberland Division and TC Ry Museum and it takes maximum effort from all concerned. Many thanks to all the volunteers who make it happen.

Other activities in the past several months include Nashville Ntrak setting up a modular RR and representing Cumberland Division and TC Ry Museum at CSX Family Day at Radnor Yard. Both HO and N scale modelers helped with the very successful TC Ry Museum Rail-Train Camp in early June; the number of campers went from about 12 for 2005 to 18 for 2006. Wednesday of that week members helped in teaching all aspects of model railroading to the campers. Nashville Ntrak also set up and operated an N scale modular RR for a weekend in the Smyrna TN Library at the end of July; in early August Nashville Ntrak set up and operated an N scale modular RR at Viola TN Homecoming Days. Both the HO modelers and Nashville Ntrak will participate in Whistlestop Weekend Nov 10, 11 & 12 at the Adventure Science Center in Nashville. The Nashville Ntrak modular RR will again remain at ASC and represent the Division and TC Ry Museum through Christmas and the New Year into 2007. Midst all this activity we're also gearing up for the Fall 2006 Cumberland Division Meet on Saturday, November 4, 2006.

Notable prototype RR activity in Middle Tennessee is the first revenue run of Nashville's Music City Star commuter train service beginning September 18 between Nashville and Lebanon over rehabbed Nashville & Eastern RR trackage now

sporting CTC signals between Lebanon & Nashville. Maximum track speed on certain track segments is 59 mph. Over on the far-east end of the route, used 156 lb/yd welded rail (about 80,000 ft of it, if I recall correctly, to be laid in the curve areas) has been off-loaded for use in rehabbing the Algood-Monterey section of track. Tree and brush clearing of the R-o-W has been mostly completed and some bridgework has begun in or near Monterey. All this in preparation for hauling sand out of Monterey to Nashville.

Lastly, Cumberland Division has returned to the HO limited run freight car market with a series of HO scale models of Nashville, Chattanooga & St Louis Ry 55-ton two-bay "USRA clone" open hopper cars, series 47100-47224 Class HM-11. These cars were originally built in 1926 by American Car & Foundry at their Madison IL plant. Our models are produced by Accurail using their USRA two-bay open hopper car kit. The run includes 6 car numbers - 47102, 47125, 47161, 47188, 47204 & 47223. The cars are painted Oxide Red with white lettering/graphics. At least 120 cars of each number have been produced. These kits are priced at \$12.50 each or a set of all 6 numbers for \$72.00. All prices are postpaid. If you want to order these cars, send a check or money order payable in US dollars only to Cumberland Division SER-NMRA and mail to:

J Allen Hicks
833 Kenny St
Gallatin, TN 37066-3535

PALMETTO - Division 7**Bill Alverson—wealverson@juno.com**

Palmetto Division Fall Meet is still in the works for **Saturday, November 4**, to be held again in the Auditorium of the Allen Bennett Memorial Hospital, on US 29, in Greer, SC--the site of our previous upstate meets.

Although the program is still in the formative stage, the schedule will be about the same as before, with registration starting about 9:30 AM, clinics beginning about 10:00, lunch on your own about noon, layout tours in the afternoon. Full details will be sent out via snail-mail, e-mail, flyers, and word-of-mouth. Make your plans! Members of adjacent divisions as always welcome. Come "tail-gate" with us in Greer!

Bill

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. 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.

Charleston Area Model Railroad Club,
North Charleston, SC. <http://www.chamrc.com>
or Tom Van Horn at vanhorn@chamrc.com

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 1st Saturday Night Group meets at the Highland Street Church of Christ, at 7:30 PM contact Ned for additional information at: 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
<http://tcry.org>

Mid-South Live Steamers, Columbia, TN.,
Hank Sherwood (615) 665-0512
www.midsouthlivesteamers.org
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/mgmrc/>
Bill Attaway (478) 328-1743 mgmrc@cox.net

CGMRC - Central Georgia Model Railroad Club,
based in Macon, GA
Ken Preston, kenp22@bellsouth.net

MGRA - Middle Georgia Railroad Association
A railroad history group that meets in Macon and
Gordon, GA
Mark Mosely, mosegsfl@alltel.net
www.trainweb.org/mgr

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
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
(423) 752-0141 or (423) 991-5243 www.camrc.org

Chattanooga Society of Model Engineers, Dunlap, TN
<http://csme.livesteamtrains.com>
Andy Morrision (423) 344-8502

Crossville Model Railroad Club, Crossville, TN,
Mike Ferry (931) 788-1828 ferrym@citlink.net
www.crossvillemrc.com

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>

French Broad e'N'pire Ntrak Club
www.fbe-ntrak.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

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

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 for informa-
tion.

Central Railway Model & Historical Association,
Pickens, SC, Howard R, Garner (864) 878-4705
hrgarner@innova.net

Piedmont Division 5

Piedmont Division, Alpharetta, GA.,
Bob McIntyre (770) 518-8932

Atlanta Interlocking Model Railroad Club,
Charlie Crawford 770-565-1845
<http://home.earthlink.net/~wiles/>

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@yahogroups.com

Georgia Society of Ferroequinologists, Marietta,
Bob Hoenes (770) 422-0081

Metro Atlanta N Scalers, 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.nglfc.org> OR questions@nglfc.org

North Georgia Modurail, Jon Cook (770) 993-9620

Northwest Georgia N Track Club
Located in the Marietta History Museum
Pat Moore: ipmoore@alltel.net
Diane Kittendorf: dianek98@bellsouth.net

P.E.P.S.I. Lines, 220 Washington Street, Gainesville, GA
Railroad Model Club of Atlanta,
Bob Peppel, (770) 934-4067

S-COG Southern Crescent Operating Group
Joe Gelmini (770) 460-8873 papagel@comcast.net

Southern O Scalers, Dan Mason (770) 337-5139
dmason@danielrmason.com

Tri-State Model Railroaders
Gordon Tuenge, (706) 455-8903
www.tsmri.org tsmri@yahoo.com

Volunteer Garden Railroad Club, Vines Botanical Gar-
dens, 3500 Oak Grove Road,
Loganville, GA 30052

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

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