



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



The **SOUTHERNER**



Volume 48, Number 4.5

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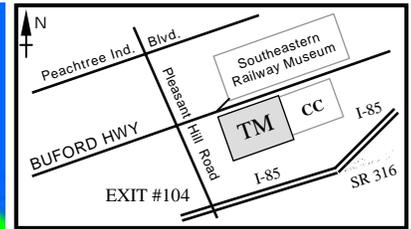
Fall 2007

Jim Hoffman's DRGW



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- PRR Sandusky Coal Dumper #3
- 2007 Piedmont Pilgrimage
- Southern Rwy's Norcross Station
- Bessemer Hall of History's Layout



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The *SOUTH ERNER*



WAYBILL

Volume 48, Number 4.5



Fall—2007

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The *SouthErneR*

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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: Jim Hoffman's Denver & Rio Grande Western HON3 layout will be one of 60+ layouts on this year's 5th Annual Piedmont Pilgrimage Tour starting on the last weekend in October and running through November up to the first weekend in December.

ADVERTISING RATES

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Editor's Soapbox



What happened? I thought you were quitting as national Photo Chairman? Yeah, well that was the intention but....

We kind of ran into a problem in Detroit (see story starting on page 26), See, the Contest Chairman Ray Bilodeau, who oversees the entire contest, went into the hospital two days before the convention and his new "Second Banana", Bob Hamm, MMR suddenly found that he was Head-Cheese (literally) with zero national convention contest experience. That meant that but one person had the requisite skills and abilities to "run" the contest and he was supposed to be quitting after the convention was over! OK, so I decided pretty much on-the-spot that I might have to stay around for at least one more year just to make sure that there was some "continuity" so the contest crew would not be left in the lurch trying to get by with this new guy who had no experience doing national contests.

So how did it go? Well, the model contest was rather thin but then again the overall turnout of convention attendees was smaller than usual too. I think the name "Detroit" may have had something to do with that and even I had thought about not going to what was supposed to be my last national convention. However once I was there, I did not encounter any of the hype associated with the town and I drove through some pretty rough-appearing areas on my way into town!

AS far as the overall contest was concerned, it was fairly well attended. There were 45 Model entries, 101 Photo entries, 24 Arts & Crafts entries, 6 Railway Pass entries, and 9 Module entries at the train show. Twenty-five Merit Awards were earned by entrants which isn't bad, about half of those models entered got Merit Awards. HOWEVER, where the heck were all of the SER's entrants at because they sure as heck (Except for Arts & Crafts) were NOT at Detroit. I am talking ZERO entries guys! And after that tremendous showing we had in Cartersville!

OK, so I ask again, "How did it go?" Well, I was kept very busy during the entire convention until I left Saturday afternoon. There was a large number of things that did not happen as planned, and several that had to be cobbled together while others were worked around as needed. We got through it without screwing up too badly even though there was some post-convention turmoil that required my attention for several weeks, even that was sorted out eventually. I took lots of photos in the contest room which turned out to be a blessing later on as not all of the awards plaques had arrived for the convention. A few winners had to be sent their awards after the convention and those photos proved useful in matching up award winners with awards "stand-in certificates". (I printed up fancy paper certificates that acted as "stand-ins" for awards we did not actually have in our possession at the time.)

Every night about 10pm Chief Judge Allen Gross and I would venture down over to Greek Town on the People Mover and have dinner which usually involved several rum & cokes. Basically three drinks each night except for Thursday night, after the contest was essentially over, and then it was more like seven. That was the first time in many, many years I've had seven and now I remember why I usually stopped at seven... No, not what you may think, I start getting sober again after seven and then what is the point of continuing?

Anyway, my work load actually increased after Detroit due to the contest awards snafu

and a number of other national contest related things I am not normally pestered with after a convention. I've decided that the next person that wants something can take a number!

As you have probably noticed by now, the Piedmont Division will be running their 5th annual Piedmont Pilgrimage Layout Tour. This year they will have over 60 layouts on the tour. They have so many layouts that they will start running at the end of October and into early December. Visit their website for more info and directions or pick up a flyer at one of the many Atlanta-area hobby shops. www.piedmont-div.org



THE MODEL TRAIN SHOW

www.TheModelTrainShow.com

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Saturday: 10 AM – 5 PM
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Cobb County Civic Center, Marietta, GA. (770) 528-8455

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- The Civic Center is on the corner of Fairground & S. Marietta Pkwy

The Civic Center is 2 miles from the I-75 interchange
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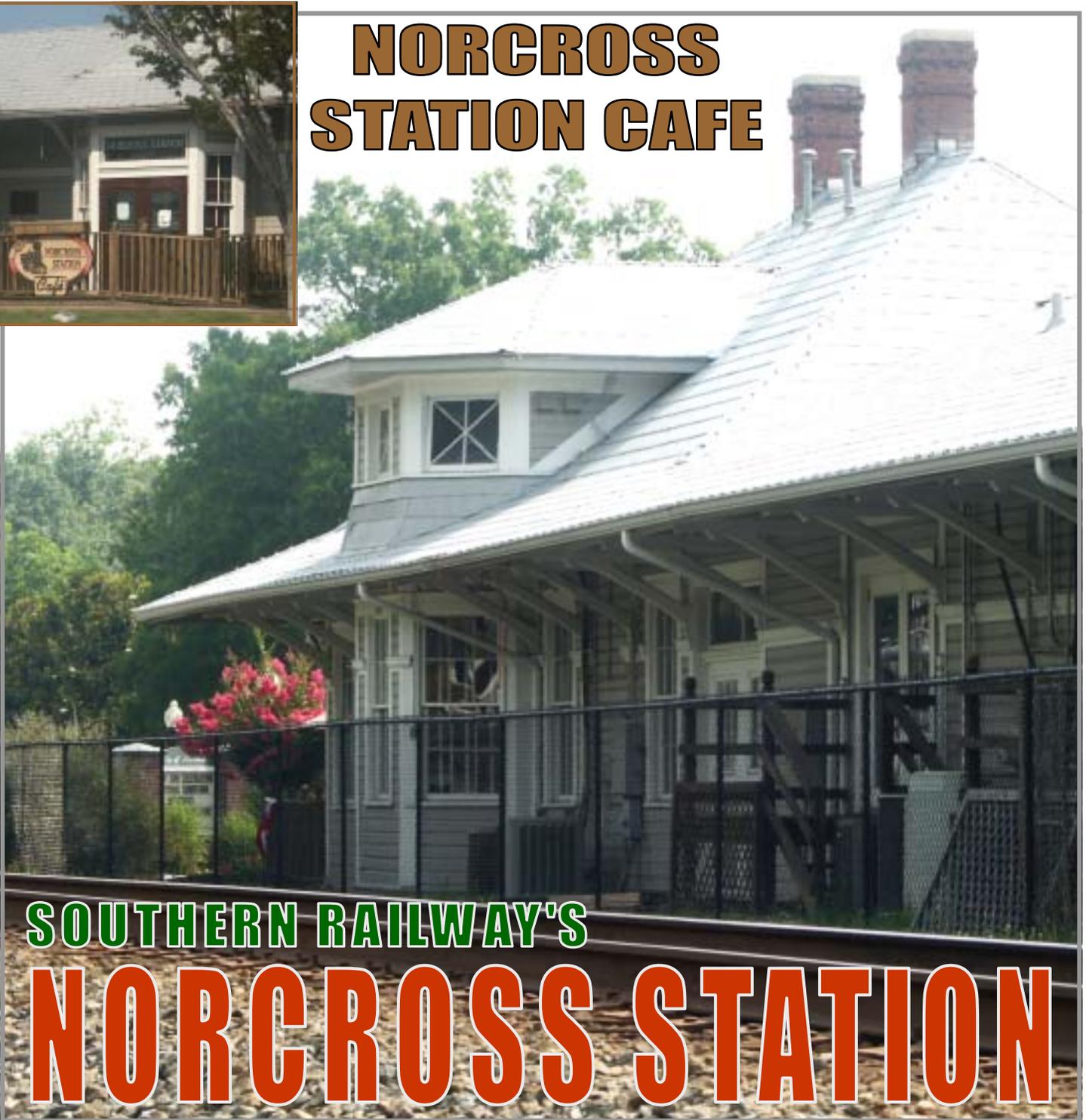
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NORCROSS STATION CAFE



SOUTHERN RAILWAY'S NORCROSS STATION



Southern Railway's Norcross Station is owned by the City of Norcross, GA. After sitting derelict for a few years, the station was refurbished and a new addition was built on the baggage end of the station to accommodate the kitchen facilities. The station then opened as a restaurant called the **Norcross Station Café**. It was highly popular from the first day of operations.

For the past several years, the JRAG Operating Group has been meeting here for lunch on the 1st & 3rd Thursdays. Prices are good and Norfolk Southern provides entertainment in the form of passing trains. The interior walls are covered with photos from yesteryear with views of the station and the town of Norcross. However we prefer to eat out on the deck where it is easier to view passing trains as can be seen in the upper right photo. The photo at left shows where the new addition mates with the original end wall.

The Norcross Station Cafe is open 11am-9:30pm Monday thru Thursday and 11am-10pm Friday & Saturday. They are closed Sundays & some Holidays.

Norcross Train Depot Circa 1909

Norcross was founded as a railroad town in 1870 with the expansion of the Richmond-Danville Railroad out of Atlanta. It quickly became known as a resort town for vacationing Atlantans wishing to leave the city. The Train Depot was built in 1909 to accommodate the needs of the growing community. It was originally used as a combination freight and passenger depot equipped with a warehouse, business offices, a passenger waiting area, and a ticket counter. A train known as the "Air-Line Belle" ran six days per week and served Norcross exclusively for two years. It left the Depot at 8:00 a.m. for Atlanta, leaving Atlanta at 5:30 p.m. for the return trip, and arriving back at the depot in Norcross at 6:00 p.m. The train service was later extended to Flowery Branch, Gainesville, and Toccoa. The popular commuter train was discontinued in 1932.









NORCROSS



The VP's Keyboard

Joe Gelmini



How many of you attended this year's NMRA national convention in Detroit? I suspect not very many. The past two national conventions - Philadelphia in 2006 and Detroit this year - both experienced a disturbing trend towards lower attendance at what should be the NMRA's signature event. Why is this?

First off is cost. Most of us have limited budgets to spend on our hobby and must make choices on where we get the most return on our investments. Registration, hotel rooms and tour costs continue to rise, particularly since the recent conventions have been held in very large cities where costs are high. Secondly, there is a lot more competition for convention dollars. Regions hold their own conventions, most of the prototype historical groups hold their own conventions, and there are more and more gauge-specific conventions. Even the special interest groups (Op-SIG and LD-SIG) are holding their own conventions. All of these compete for limited dollars. For example, the recent narrow gauge national convention drew over 1,500 attendees - more than each of the last two nationals. The national N scale convention to be held in Louisville in 2008 is expected to attract 1,800 - 2,000.

To address the convention cost issues, why not hold the national in smaller cities? Maybe more would attend if registrations and hotel rooms were under \$100. A big reason for holding the national in major cities is the National Train Show. The Trainshow, *not convention registrations*, is what seems to be driving the economics. And on this count, the math is favorable. Even though convention attendance is down the past couple years, Trainshow attendance has been in the 25,000 plus area. And at \$8.00 - \$10.00 per entry that adds up to a lot of dollars. Even these numbers have a downside, though. The Trainshow is held in a huge venue with associated costs and usually a number of cumbersome labor agreements. This results in very high table costs. While it's nice to see the display layouts and talk with the manufacturers, I've noticed there are fewer and fewer vendors - simply because they can't afford tables at \$300+ each.

In talking with the volunteer team that hosted Great Lakes Express, they faced a number of challenges in coordinating their local efforts with the oversight provided by National. National continues to take on more and more responsibility for presenting the convention. National now handles all registrations and all contracts with hotels, venues and bus charter companies. While this relieves the host group of major financial liabilities, it also puts an additional level of coordination and communication into the mix. A number of tours had to be canceled because sufficient registrations had not been received prior to the bus-commitment cutoff date, which is usually a couple months before the convention start date. Many of us, if we decide to go, don't send in our registrations until a couple weeks before the convention. So attendees are angry that tours have been canceled and layout owners, many of whom worked years to get their layouts ready, are even angrier. Also, with the long lead times required - generally two or three years out - it's nearly impossible to get firm commitments for prototype tours.



To their credit, the National Trainshow Committee is well aware of the problems and is actively working to make improvements. Beginning with the Anaheim convention in 2008, look for on-line convention registration, convention-related mailings **separate** from Scale Rails, greater emphasis on non-rail activities and many more improvements. Hopefully these efforts will reverse the downward attendance trend and return the national convention to an event more will want to attend.

Until next time, here's hoping all your signals are green.

Joe Gelmini, VP Southeastern Region

Elaine Slintak (L) and NMRA Membership Chair Jan Wescott helping out at the Company Store at the GLE2007 convention. Standing at right is Susan of the HQ staff working on a sale.

The President's Car

Robert Beaty, MMR



Greetings from the President's car. I hope everyone had a fantastic summer. The SER Convention in Cartersville was outstanding, a great time to meet old friends and make new ones. The special guests we had there provided everyone with new perspectives on our hobby, some new techniques and definitely some different opinions. I have received emails and written correspondence from all of our guests commenting on the hospitality, the venue and the new friends they made in the SER. Even Mike Tylick admitted there were things in the South that were better than Massachusetts. (!). I think the Piedmont team has become fired up to pursue a greater opportunity in 2013 or so. If it comes to pass, we can share the SER with our other friends, nationwide.

July found many of us (not me, unfortunately) in Detroit at the Great Lakes Express NMRA national convention. Feed back says that although there was low attendance, it was a really good convention, with many great models, layouts and fun things to do. If you attended and have pictures of the convention, I am sure Paul would welcome a quick article from you to put in this newsletter. Besides, if you write something and it's published, it counts toward the Achievement Program Author certificate.

This leads to my next item: I want to encourage each of you to pick up a pen (nay, computer keyboard now a days) and share some tidbit from your hobby with the rest of us. Scott Povlott from Piedmont Division for instance, has shared some really neat ideas and demonstrated some techniques we could all benefit from. Each of you can share your talents just as easily. (Besides, Paul will edit for effect so you do not have to be a William Faulkner to contribute).

Several of us in Birmingham have been working on a museum display for the Bessemer Hall of History. It depicts the city of Bessemer, AL in the 1948-50 time frame with the Southern and ACL operating trains through accurate reproductions of buildings that existed at that time. This project has required research in the archives of the library, interviews with older residents and a good deal of "urban archeology." The layout/display is being constructed in the one millionth box car from the production line at the now closed Pullman Standard works in Bessemer. One thing we did determine this summer is that a 105 degree day in a Box car is a lot hotter than the thermometer says it is! This has brought new meaning to sweat equity. I will share some pictures of this project soon.

As we approach the cooler months, Divisions throughout the Region will begin to renew interest in model railroading with train shows, layout visits and swap meets. Get involved with your Divisions activities. You will renew old friendships and may find new modelers that can add to everyone's skill package (or you can add to theirs). If you find someone new to the hobby, or that may have put it on the shelf temporarily, invite them to the Division meeting. All the advertising in the world will not increase our membership like personal attention in a common interest. Each of us can not only contribute to the knowledge base but be instrumental in introducing new modelers to our organization. Our best recruiting tool is tapping that shared interest in the hobby.

This fall your Board of Directors will meet in Crossville, TN in October to visit the group there and share in some of the modeling fun. A review of our Strategic Plan provided some positive results. We have a positive Budget with expenses in line with predictions, our membership is steady, and participation in the AP program continues to increase. These are all good signs of a healthy Region. One of the agenda items will be the formation of a Nominating Committee for upcoming SER elections in 2008. The Committee will seek candidates for the officer positions and 2 Directors. Now is the time for you to step forward and help determine the direction of the Southeastern Region of the NMRA. We have achieved a great deal toward making the Region's efforts responsive to the needs of its members. It is time to get new ideas and new enthusiasm onto the Board so the progress we have made will continue. Contact your BOD or me and let us know of your interests in serving the hobby in the SER.

Bob Beaty, MMR
President, SER

Convention Coordinator

Tom Cusker



For convention attending and planning the 2007 year is about closed. We had a great time at the Piedmont sponsored SER Convention and I want to thank them for giving us a great time with lots to do and a very unique dinner setting. Thanks guys.

For those who made it to the National Convention in Detroit I am sure you had a great time there also. The home layouts and clinics were great and the train show was the usual kid in the candy store for us modelers. I am sure many of you came home with your wallets a little lighter. I know I did.

It is now time to start looking ahead to 2008 and beyond. I am happy to announce that we have the next four years convention sites lined up and planning is moving along. In my memory I think this is the first time we have ever had the next FOUR years on the drawing board. I have listed below the general information for each of those conventions. Watch your SouthErneR for more details about the upcoming conventions.

2008 Convention

Our 2008 convention **Smokey Mountain Rails** will be hosted by the Land-O-Sky Division. It will be on May 23rd, 24th and 25th in Lake Junaluska, North Carolina. They have their web site up...

<http://www.landofskydiv.org/ser2008.htm>

...that you can visit to find out about the convention and get a registration form. The convention rates are very reasonable again this year so don't miss attending. For those of you that have never heard of Lake Junaluska it is about 30 miles west of Asheville NC on US 23/US 441. It is going to be held on a beautiful site in a wooded setting. It will be about a 3 hour drive from Atlanta or 6 hours from Birmingham. It has been a while since we have been in this area and should have a lot of great things to see and do. Convention chairman Fred Coleman is promising everyone a great time. I remember our last convention in the Asheville area and there were a lot of great home layouts to visit.

2009 Convention

The 2009 convention will be in Pensacola area. Convention chairman Glenn Hall has reported that they have found a site and will be signing an agreement with them shortly. Once the contract has been signed the location and date will be announced. Again it has been awhile since we have been in the Pensacola area so there should be a lot of things for us to see and do.

2010 Birmingham

In 2010 we will be going back to Birmingham AL. The convention dates will be May 21st 22nd and 23rd. It will be at the same site as the 2004 convention. I will be serving as convention chairman again. We are in the early planning stages but promise you a few new things will be on the agenda for this convention.

2011 Macon

For those that have not heard yet the Empire Division has agreed to host the 2011 convention in Macon Ga. Convention chairman Richard Dalrymple is just in the beginning stages of planning but I know we will all have a good time in Macon. We will announce the convention dates as soon as they are set.



A Layout for the Bessemer Hall of History

Bob Beaty, MMR

The Bessemer Hall of History is located in the former Alabama Great Southern Depot in Bessemer, Alabama. It is on the national register of historic buildings.

Shortly after the 2004 SER convention, the Wrecking Crew Model Railroad Club was approached by the Museum Directors and asked to plan and build a model railroad layout display for the museum, constructed in the one millionth box car produced by the local Pullman Standard plant, now on display at the museum. The general idea was to build a display around the Bessemer AGS Station which I had built as a NMRA contest entry and subsequently donated to the museum. Seven members agreed to form a team to tackle the project.

As planning began, it was announced that the city would begin demolishing several blocks of buildings in town for a new courthouse. Deciding that the layout should attempt to capture the city scene and preserve the memory of the buildings slated for the wrecking ball, research began immediately, recording building information, accumulating pictures and drawing a track plan that would present the city in better days, around 1948. We were lucky that a search in the library



archives turned up old tax records, that not only had the measurements of the buildings, but also in many cases, photographs of the buildings from prior to 1950. The Museum's collection of micro film, old business directories and donated photos gave us a head start on the project. One critical element that had to be accounted for was the space available for the layout inside the box car and still provide for viewing and handicap access. The available space dictated that the viewed portion of the display would be 25 feet long but only 4 feet deep, with turning loops on each end behind view blocks. Also, with the direction now to replicate the actual city buildings, the use of shake the box structures or kit construction of available DPM or Small Town buildings was limited. A lot of kit bashing, and scratch building would be required. I was begged to stop researching because I was finding more things that should be in the display than there was time to do them. (I haven't stopped).

Construction began in early 2005 with a wall that would separate the layout from the viewers. The wall was constructed as if the layout was being viewed from

within a passenger car, using bead board siding and 4 large viewing windows dressed like Pullman coach windows. In addition, there were static display boxes incorporated in to the wall, to hold railroad memorabilia or specific models. As a consequence of walling off the display, the small HVAC unit was taxed and additional return air vents had to be incorporated to keep the visitors (and us) cool. As a side note, the recent 105 degree temperatures in Birmingham are a lot hotter in a box car, even one with air conditioning.



The display layout features the AGS (Southern) railroad main line and the trackage for the ABC (Atlanta, Birmingham and Coast) which became the ACL. Bessemer was also served by the Frisco, the Seaboard and the L & N but these would be off layout and not depicted. An interesting aspect of the interplay of the AGS and the ABC was an incline grade and trestle that routed the ABC over the Southern main lines. This "cross over" route was still in operation (although sporadically) until 1989. It was one of the features of the city we wanted to capture. Fortunately the Southern Freight station, the Depot, and the ABC Depot were still in existence and exact models could be built from measurements of the prototype. With a firm handle on the railroad structures, several of the team members began tackling the commercial buildings, one step ahead of the demolition crews.

The layout uses Code 100 track on cork road bed laid on 3/4 inch plywood. The scened portions are built on 2 inch extruded Styrofoam insulation panels. There are 4 access panels from beneath the layout providing access to the rear areas. The electrical crew have installed lighting circuits for the buildings, the crossing signals and will install a timer with a one button control to activate the layout. Typical scenery techniques were used including using dirt from the ACL RR Right of Way berm. The need for a variety of building types has provided several club members with the opportunity to try out their scratch building talents. Our buildings run the gamut of "OK close enough" to "exact prototype reproduction." Where both the archives' and the museum's records fail us, we turn to our living resources and a "best guess" approach. The layout is now about 95 percent complete with a target date of Thanksgiving, this year.

I have provided several pictures of the display as it is today and invite you to visit the Museum and the Box Car Layout at:

www.bessemerhallofhistory.com

New pictures are uploaded frequently. You can also see the Museum and the layout during the SER Convention in 2010.

Bob Beaty, MMR
Box Car Project chairman





SWITCH STAND, FROM SCRATCH, FOR ABOUT A BUCK

Story & Photos By: **Jerry R. (Mitch) Michnewicz**
Bluff City Division

Trackside details add to the realism of all railroad layouts. Seldom does a turnout on the real railroad lack a signal to indicate how that switch is aligned. The train crew gets a visual on how the turnout points are long before they can actually see them. In other words, even your layout must have an indicator of some kind. If your layout operates on a budget and trackside detail is an expense not in the your plans I will show you how to make about 20 HO non working switch stands with lamp heads in about one evening for less than \$20.00. If your layout is any other scale the material is still available at Hobby Lobby, with the exception of the heavy duty solder, and that can be replaced with other materials like brass or aluminum tubing. The first picture shows the final product. Even though this is a non working switch stand it is a good looking detail that will give your siding and yard switches that completed look.

The materials and tools needed are listed below and shown in the next picture.

HO SCALE BUILDING MATERIAL

1. A package of straight pins, 300 for about \$2.75
2. A package of black BEADS, 3MM, 60 PCS for \$1.99
3. A package of BEAD TREASURES red jewels, 40 PCS for \$3.99
4. A package of BEAD TREASURES green jewels, 40 PCS 3.99
5. Adhesive such as Extreme Power, 1 oz for \$4.99
6. About twelve (12 inches) of “big” solder for the Switch stand base. Other materials can be used like brass or Aluminum tubing.
7. 24 inches of “fine” solder for the switch stand throw bar.
8. Ties from a length of scrap track to mount the switch stand.



TOOL LIST

1. Pliers with sharp clean gripping teeth for forming the switch stand base.
2. Sprue cutters for trimming and finishing.
3. Xacto knife for trimming and finishing.
4. Emery board for trimming and finishing.

Start with the “heavy” solder or tubing. With a little practice you will get the technique mastered and will turn out many switch stand bases in a short time. The next picture shows how to shape the base with a strong squeeze of the pliers. Place the solder or tube parallel with the gripping teeth of the pliers and squeeze as much as you can. The teeth of the pliers will give a pattern to the base and will enhance the overall look. Once you are satisfied with the squeezed pattern take time to sand and smooth the edges with the emery board. I like to leave the pattern connected to the length of solder or tube. The reason is for the ease of sanding and finishing all other sides and it makes drilling a hole for the pin much easier. Snip the base from the solder or tube length when you are satisfied with how it looks.



When all the bases are formed, move on to the straight pin and glue it to the black bead. The jewels are next. A dot of CA glue is enough to secure each jewel to each side of the bead, red on one side green on the other. Yellow is also available. The hole drilled in the base should be one size smaller than the pin. The fast drying CA will allow you to continue construction almost immediately. Force the pin through the base and allow a fraction of an inch for wrapping the "fine" solder throw bar around the pin. Apply a very small amount of CA to the pin and throw bar.

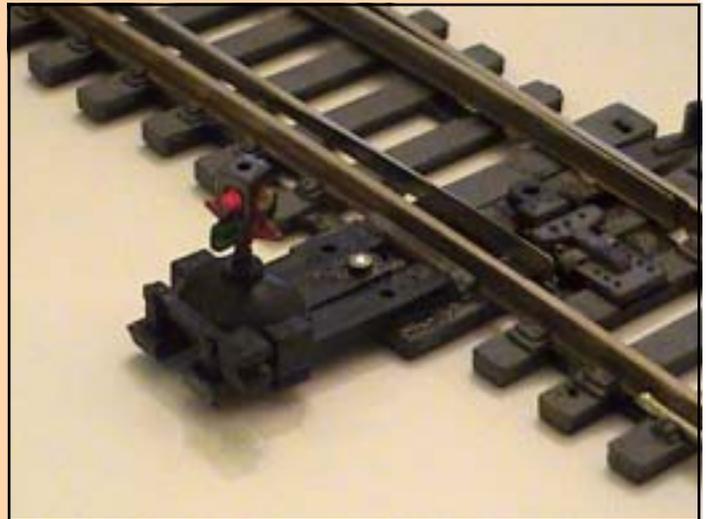


The cost for this switch stand: about \$1.00

The cost: 20 switch stands (non-operating) about \$20.00
Cost: operating switch stand about \$4.00



Clean up with a Xacto knife and file where necessary. There should not be much to clean up except to trim excess solder from the throw bar handle. Trim the pin flush with the underside of the switch stand ties. The next step is cutting 2 ties from a length of scrap track and cutting them to fit on the turnout ties close to the track but far enough to clear any train movements. I carefully centered the switch stand mounted on the scrap ties and used Testors plastic liquid cement, again sparingly, to mount to the turnout itself. Insure the switch points move freely after a minute or two of drying time. Weathering the switch stand to cover up the shiny parts can be accomplished with a very narrow paint brush and your choice of colors. I used Burnt Iron.



A switch stand like this will improve the appearance of side tracks and yard switches. All you need is a little time and a couple of bucks to add one of the most important details to a layout. To make an operating switch stand, pictured above, use the RIX kit and add to it by making the lamp head as I have described. Mount it to the top of the paddle indicators as an added feature to the kit. I used a pin head to link the switch stand with the point bar. If you have questions about this project or any of my other articles, "Operating Accessories on Pins and Needles" or "Clean Operations with a Paint Stick and Paper Clip" send me an e-mail at:

jerrymitch@aol.com







This was my view from the hotel room looking south towards the Cobo Center where the Train Show was to be held on the weekend. On my first night in Detroit, there was a concert playing (inset at right) some distance from the hotel but still loud enough to be heard from my room 31 stories up like it was in the room next door!



The gathering of car headlights (seen in the night shot above) marks the exit from the Windsor Tunnel into the US where they will pass through the US Customs check point.





My view of the Detroit River was somewhat blocked by this large obstruction called an office building. There were four of them spaced evenly around the central building which was the hotel. Thirty-one floors wasn't high enough to have a view but up around the 71st floor where Ron Gough, MMR was staying, the view must have been outstanding as he was high enough to see over this thing!

However, as seen below I did have a partial view of the Detroit River. As I wasn't in the hotel room very much, this limited viewing area did not really bother me very much although it would have been nice to have a view of the suspension bridge that was down river & behind this building.





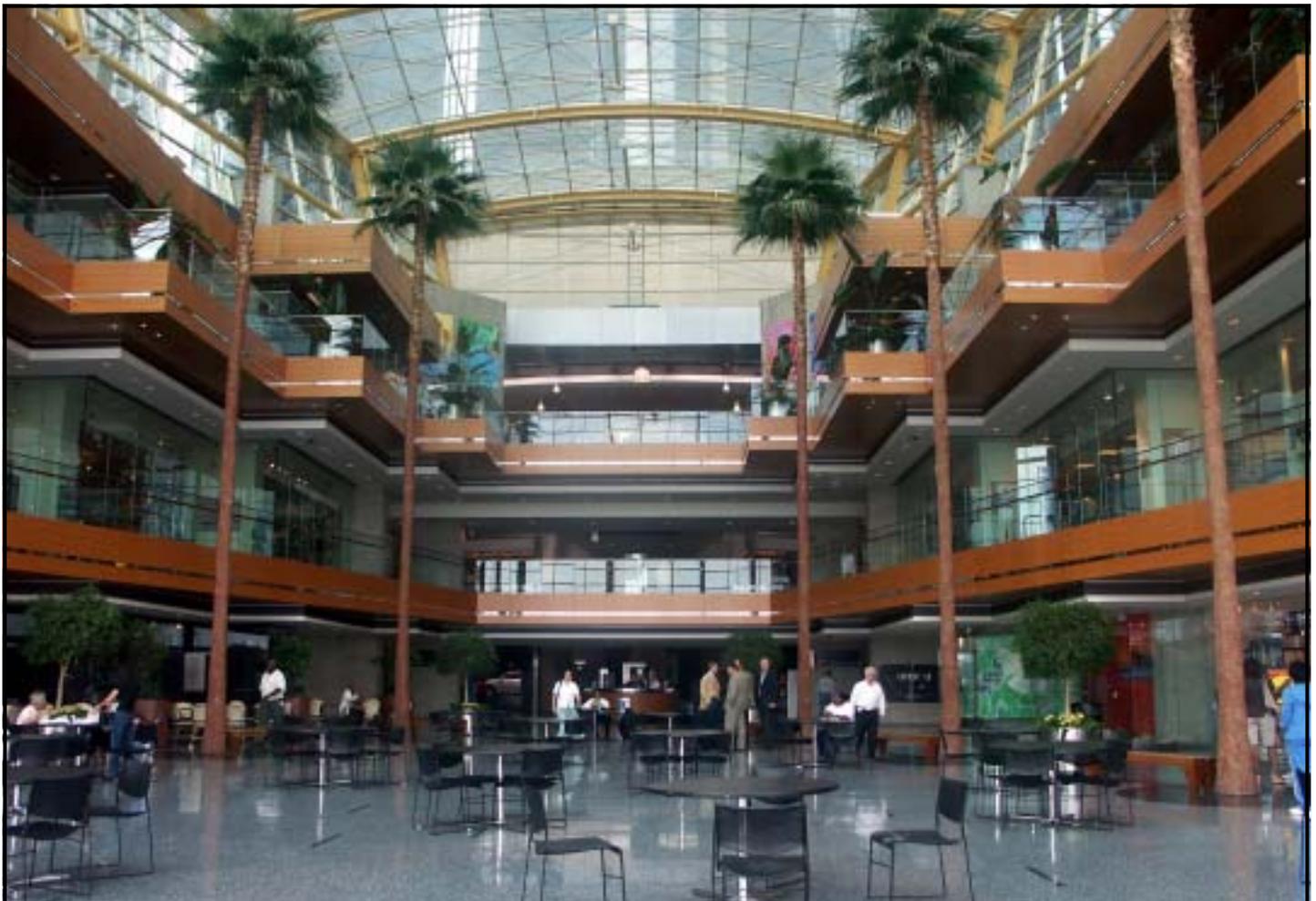
On the last few days of the week, people on the River Walk in front of the hotel were starting to set up for a riverside concert set for that weekend. On Friday night the riverside was really rocking including Windsor on the Canadian side of the river. Not seen in these views is the gathering of small boats on the US side of the Detroit River.

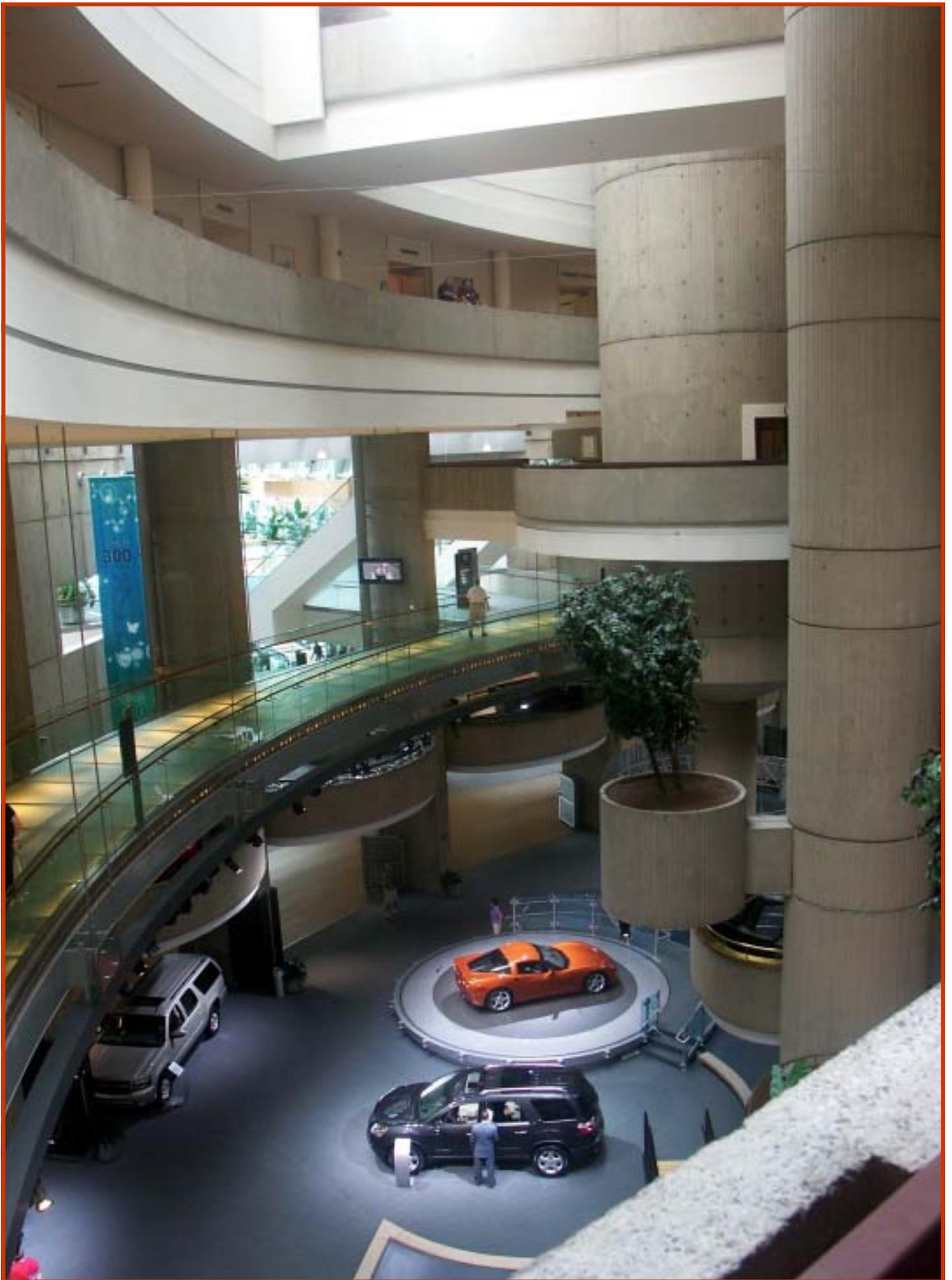


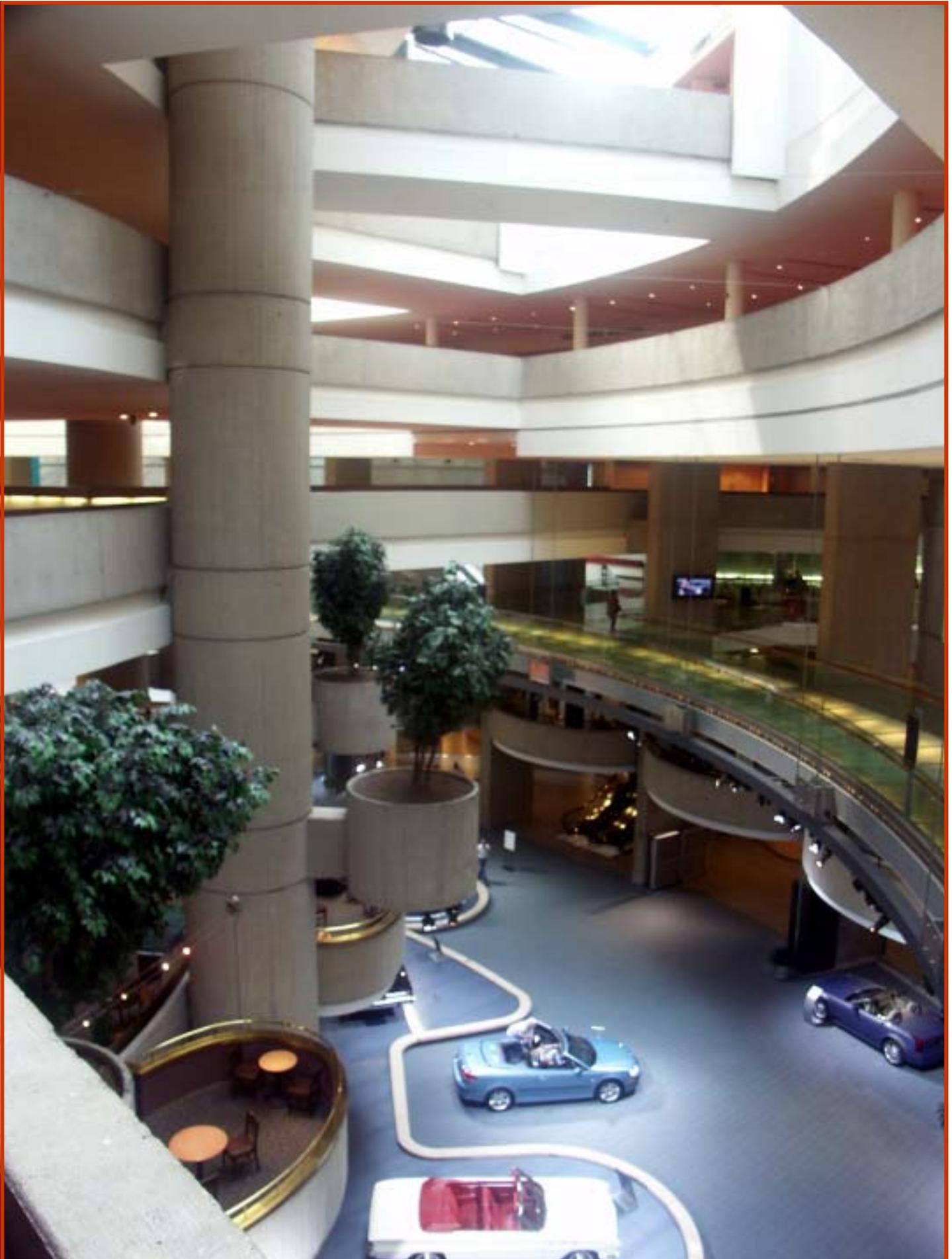


At right we see the Riverside entrance to the GM Center. Turn around and you see the view below. Shops and restaurants line the three levels seen in this view. Staying on the ground floor, when you pass into the next room after walking around the help desk seen in the background, you will enter the vehicle showroom area at the hotel's base.

The view on the next page shows what you will see when you get there. In that view, you will be entering on the ground floor in the center of the shot and directly in front of the orange car. The lighted walkway seen on that page is at the third level seen in the view below.







TRAIN CLUBS

We are looking for train clubs!

"The Model Train Show" is looking for train clubs.
If you will send information about your train club:

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Approximate Membership

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We will, in return send you discount tickets to our next train show on **March 8th & 9th, 2008.**

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gjarabek@bellsouth.net

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Webpages Listing 100% NMRA Clubs Have Been Updated

The "100% NMRA Club" web-page on the national NMRA website has been completely revised and updated by the program's new coordinator, **Chuck Diljak**.

The "100% NMRA Club" pages now contain a listing of benefits clubs receive by having everyone as an NMRA member. In addition, the webpage contains a listing of the qualifications clubs need to meet in order to be eligible, and some frequently asked questions about 100% Clubs. On the page you'll find a link to the "100% NMRA Club" application form, and a link to a listing of all the 100% NMRA Clubs in the country, organized by state. There are even handy links to those clubs' websites.

If your members are in clubs that could use the insurance benefits (and other benefits) of being a 100% NMRA Club, be sure to let them know about the updated webpage. You'll find the main "100% NMRA Club" webpage at:

<http://www.nmra.org/100Club/100Club.html>

If you have any questions about the program, contact Chuck Diljak at the email address found on the webpage.

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

WNC Model Railroaders 18th Annual

Model Train Show



**Haywood County Fair Grounds
Waynesville, North Carolina**

From Asheville Exit 27 off of I-40 then exit 104 and follow signs
From Knoxville, TN I-40 to exit 24 turn right and follow signs

Dec 7 & 8, 2007

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Saturday Dec 8, 9 AM to 5 PM

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WNC Model Railroaders, Inc. Land O' Sky, Division 15 Southeastern Region
National Model Railroaders Association A nonprofit organization

<p>NMRA Conventions 1973 Atlanta, GA (1) 1980 Orlando, FL 1981 San Mateo, CA 1987 Eugene, OR Photo Contest Judge 1988 Birmingham, AL 1989 Houston, TX 1990 Missed this one</p>	<p>Photo Contest Assistant 1991 Denver, CO 1992 Columbus, OH 1993 Valley Forge, PA 1994 Portland, OR 1995 Atlanta, GA (2) 1996 Missed this one 1997 Madison, WI 1998 Kansas City, MO 1999 St. Paul, MN</p>	<p>Photo Contest Chairman 2000 San Jose, CA 2001 St. Louis, MO 2002 Ft. Lauderdale, FL 2003 Toronto, Ontario 2004 Seattle, WA 2005 Cincinnati, OH 2006 Philadelphia, PA 2007 Detroit, MI</p>	<p>Future Conventions 2008 Anaheim, 2009 Hartford, CT 2010 Milwaukee, WI 2011 Sacramento, CA 2012 Minneapolis, MN ----- 2013 Atlanta, GA (3) ? 2013 Pittsburgh, PA ? 2013 Washington, DC ?</p>	
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My Experience at the Detroit Contest

As seen through the eyes of one member of the Contest Staff

This year's National Convention was in Detroit, Michigan. Before I left, I had decided that Detroit was going to be my last NMRA convention. I wanted to have more time and money for other things and the nationals would be too much of a drain on my finances if I had to once again pay for my hotel room expenses. The story I am about to tell of my experiences in Detroit is completely true however it isn't a polished "Wow, What a great time I had there!" kind of a story but a "this is what happened, I hope it is never this bad again" kind of story. Now you all must remember that I work the convention when I am there. I do not attend for enjoyment (well, some) or take in the vast amount of knowledge discussed and shown by the clinicians or see any of the layout or prototype tours so this story is strictly from my own point of view as part of the contest staff.

It is the Friday morning before the convention. I'd worked the night before and had spent the previous three days prepping the equipment I was taking with me and preparing "Detroit 2007-specific" documents and tags for use in the contests. My plan for the day was to get a few hours of sleep and then load some of the equipment and the photo racks into the truck, then get some more sleep. I would have to work Friday night and then after getting off work in the morning, I'd go home and load the rest of the equipment then start driving north. Well, for some reason I just couldn't get to sleep on Friday. Maybe I was too keyed up about making the drive I don't know but after a few hours, I finally decided to just start the loading process and then see if that effort would help me relax enough so I could get some sleep before going in to work.

Well, around 5 pm, while loading and checking out the truck, I discovered a screw sticking out of the sidewall of my right rear tire. Great! There then ensued a mad rush to find a tire dealer close to home and still open. I finally settled on a Walmart whose auto department closed at 7 pm but wasn't burden by having many cars in their shop (actually they had no cars in the shop). So I tear over there by 5:30 only to find that Walmart doesn't stock the tire size I have on my truck. Without going into the grizzly details, in the end I had to buy a complete set of four new tires. I finally get out of the shop by a little after 8 pm and home before 9 but \$330 poorer. However I now feel relieved that this must have been what was bothering me and now I really do want to go to sleep! So rather than get to work on-time as I had planned, I get there 4 hours late (but rested) which means I also get out 4 hours late. It is a 14-16 hour drive to Detroit from my house so I figure by leaving around 2 pm I should be getting to the hotel somewhere around 6 am on Sunday morning.

I elect to take my usual route to Chattanooga by going up over some of the highest mountains in Georgia by taking SR53 to SR400 to SR136 to SR183 to SR52 then bypassing Dalton on SR52C to I-75 rather than driving back to Atlanta on I-985 to I85, then driving around I-285 to I-75 and then heading north to Chattanooga. It sounds longer to go over the mountains but it is actually about 50 miles shorter and on a less-traveled road that I know like the back of my hand.

I get into Chattanooga about 5:30 pm running a little late (a clueless Atlanta tourist in the mountains cost me 30 minutes) and then I head north on I-75. By 11:30 pm I've gotten as far as Richmond, Kentucky and I just can't stay awake any longer so I pull into a Motel 6. Without going into the grizzly details of that story, I finally get a room with no phone or working A/C, but it does have a bed and at that point, that was all that mattered.

I get up early Sunday morning and on the road by 6 am with just a short 450 mile drive still to go having only done 325 miles the day before (not counting the 60 mile round trip to work and back Saturday morning). Well, a few miles outside of Detroit I decided to get off the interstate for a bite to eat at a place called Gibraltar and

when I got to the end of the exit ramp I notice that the entrance ramp to I-75 is closed meaning I can't get back on I-75! Worse, Gibraltar isn't on any of my maps but I decide to eat first and worry about that little problem later. After lunch I head east towards the Detroit River on the theory that I would eventually run into a north/south road that was on one of my maps. Sure enough I find one and head north. After passing three closed entrance ramps to I-75 I finally get to a place where the road crosses under I-75 and there is an entrance ramp but traffic won't let me get over to the right lane so I can get on I-75. OK, FINE. I am now thinking that I am probably close enough to the hotel to be able to see it on the horizon and maybe I can just "home in on it" by taking side streets through a run-down part of Detroit. This approach met with success and I arrive at the hotel without incident.



After getting to the hotel, I elect to let the valet park the truck and have the bell hop take all of my stuff directly to the contest room figuring I'll take the luggage upstairs myself later. I'm thinking that maybe my luck had changed as there had been no major disasters today! My biggest worry is out of the way and I am at the hotel with all of my stuff intact. Life is good! That thought lasted but a few minutes until I ran into Bob Hamm, MMR in the contest room. Bob was doing his first national convention as Second Banana under Contest Chair Ray Bilodeau who I am rooming with at the convention. Bob tells me that Ray is in the hospital and isn't coming to the convention. That means that Bob is now Head Cheese and he is a little shaky about his unintended new role. Well, fortunately for Bob he

would also have the support of long time contest veterans Allen Gross as Chief Judge, John Johnson as Module Chairman & of course the long-time Photo & Pass Contest Chair - me.

Now I am thinking that maybe I was "psychic" last year when I asked Ray for a copy of the complete contest file from the NMRA's laptop computer. My intent at the time had been to see if there was anything in the file that could be of use for division or SER contests like say, an Honorable Mention certificate or the like. Over the past year I'd gone through almost everything that was in that file. I'd used some of that data to make up a few of my own forms like contest-specific Honorable Mention Certificates with the Detroit logo on each version (Model, Pass, Photo, Arts & Crafts, etc.).

However, not everything had arrived that should have arrived - not all of the contest stuff was here and neither were any of the awards plaques - those were apparently still in California. I chose not to get involved in that little problem but to let Bob handle it.

Next I run into Ron Gough, MMR from Atlanta and we decide to have dinner together later so I am thinking that rather than assemble the photo racks that night, I'll do it in the morning after I've had a good night's sleep and have a better handle on where we stand on available equipment and contest material.

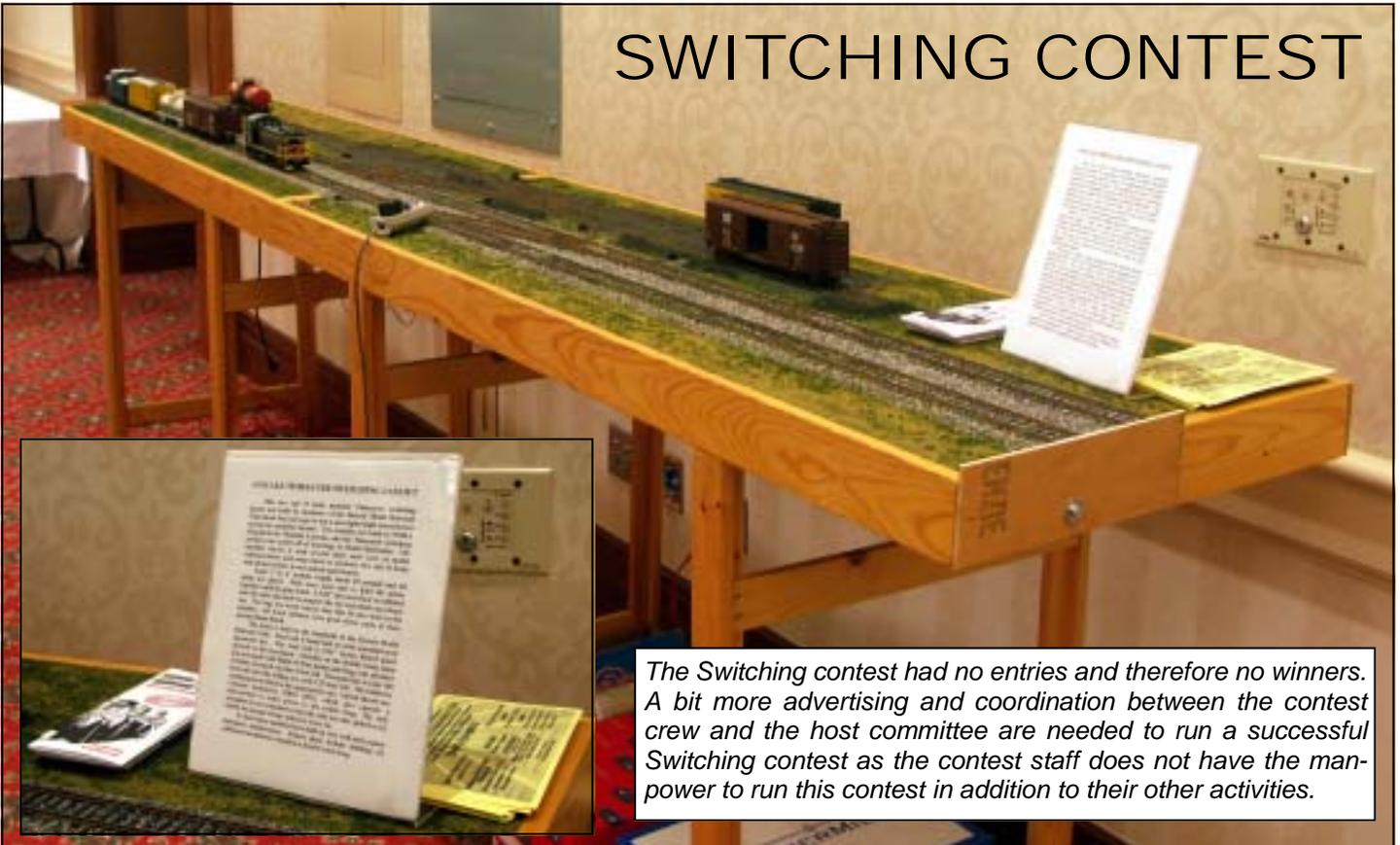
So on Monday morning, before we can start entering the contest entry information into the computer, we need to find a blank contest database on the contest department's laptop and I can't find one. All of the ones I can find have been used. Fortunately I have several blank contest databases on my laptop plus at least one stored on a backup CD that I have with me that also has the complete NMRA contest file. That problem is solved and we start entering the information. Bob knows Excel much better than I so I get him to add a few more columns for added data like street addresses and email addresses which will require more time to input all of that extra data but will make life easier if we need to contact someone later which proved to be the case!



Well, shades of Seattle in 2004 come to mind as almost all of the contest entries on Monday are for the Photo contest! Then Education Chair Dick

From left Ed. Chair Dick Flock, acting A&C Chair Marlene Wilson, Module Contest Chair Johnny Johnson, MMR & Chief Judge Allen Gross, MMR

SWITCHING CONTEST



The Switching contest had no entries and therefore no winners. A bit more advertising and coordination between the contest crew and the host committee are needed to run a successful Switching contest as the contest staff does not have the manpower to run this contest in addition to their other activities.

Flock came down to help us out and started taking in the photo entries. Chief Judge Allen Gross and Marv Kempner helped me out by putting a few of the photo racks together which allowed me to do other things and there are many other things to do. I remember back when I first arrived at Cincinnati for the 2005 convention, the first two people I ran into were AP Chair Pat Harriman and Contest Chair Marty Vaughn. Marty was relieved to see that I had made it and I was relieved to see that Marty had made it. One of our recurring nightmares about each convention was that the other guy wouldn't show up! Well, now that was the situation, except Marty had resigned after Cincinnati and now it was Ray (his former second banana) that was in charge but it was Ray who had not made it to this year's convention.

Now on the plus side, Chief Judge Allen Gross was in the room bright and early Monday morning meaning we had at least one other experienced contest person in attendance besides myself and the Detroit convention volunteer staff provided us with plenty of volunteers to help man the room and take entries making life easier. Then later that day Allen got some bad news that his father-in-law had suffered a stroke, however Allen shouldered on through the week only leaving after his role in the contest was over. (Seems that this happens more often than one might think as at Ft. Lauderdale in 2002 both Allen Pollock and later that same day, Pat Harriman had to return home because of a death in the family.)

Around about ten that night, after running into Module Contest Chair Johnny Johnson, MMR who tipped us off on the cheapest & best place to eat, Allen and I headed out to find the People Mover to take us over to Greek Town where we had some very good Greek food and a few drinks (a trend that would continue all week). By now I had the contest room key so I had to open up the room in the morning like I had also done on several occasions in Philly.

Tuesday morning dawned early (being up 31 floors may have had something to do with that) and I headed down in the direction of the contest room only stopping to pick up a Coke (breakfast) on my way to the room. By now we were a bit behind on entering the photo contest entry info so I started in on that eventually entering all but maybe ten that had been entered by Bob on Monday. We got the morning update on the cross-country progress of the plaques a little later in the morning and some more missing stuff arrived or was purchased by some of the regular volunteers who were sent out on foraging missions.

Later in the day I found out that the two backup ink cartridges I had purchased for my printer before leaving for the convention were BOTH unusable! One had been opened and an empty cartridge sealed back up in its place and the other was factory sealed but it didn't match the box it was packed in. This rendered my printer almost useless but there was still some ink in the old black cartridge so I could limp along for a while. OK, so now I had to move some of my files over to the contest laptop so I can use the contest's laser printer to print up any forms or certificates we will need later for the awards ceremony. During the day the foraging teams get most of the stuff we will need for judging on Wednesday like gloves and flashlights. The night ends with Allen and I headed back to Greek Town for more food and drink.

For whatever reason, we got very few models the first day and not a whole lot on the second day either making this convention the lowest model contest turnout in the 17 years I have been doing nationals. (Only 45 models, we had that exact same number at the SER convention in Cartersville back in May!) However, the overall total number of entries wasn't all that bad since we had 101 entries in the photo contest making the overall total 185 entries counting all of the contests which is 75 more than Ft. Lauderdale in 2002 (they had the lowest total entry count).

Wednesday also dawns early and I head back down to the contest room grabbing a Coke on the way. After I open the room I head up to the clinic office (two floors up) to see about getting a room with a screen so we can judge the slide portion of the photo contest. With a room secured, I head back down to the contest room to (hopefully) gather my judging team only one judge of which I know I definitely have. A lot of the regulars didn't make Detroit this year so contest judges were in short supply all around. (Ditto for the contest entrants who usually show up and enter models, many simply were not at this convention like anyone from SER!)

Like last year, after my two contests were over (Photos & Pass), I would replace someone on the Finish & Lettering judging team and judge the other half of the model contest (except this year I knew ahead of time I would be doing it, unlike last year where I got commandeered). Dick Flock found a photo judge for me (Leslie Eaton MMR) and we commandeered someone else from the model contest judging crew. The photo judging went smoothly and we were done in almost no time but I later learned I made a mistake on one of the photos. One was judged in the wrong category (my fault, sorry John), as a prototype when it was actually a model. (If this is my only screw-up of the week I will be ecstatic!)

Around about noon we all took a break to have lunch. The contest judges and staff are provided with box lunches every year during the judging session. I squirreled away a couple of extra boxes for use later that week as lunch tended to be somewhat optional for some of the contest staff. During the day we kept getting the (seemingly) hourly reports on the progress the plaques were making on their trek across the country. They finally arrive late in the afternoon on Wednesday but the metal was not attached to the wood base so they are in-effect "kits" that require "building" to be presentable. Dick and a few volunteers take on this task once some double-sided tape is secured and after a time the awards are ready for presentation on Thursday. However while putting the plaque kits together, the plaque crew realizes that we are shy a few plaques. (About half were missing.) That meant that we would have to design and print out paper certificates to act as "place holders" that will substitute for the missing plaques so we will have something to hand out during the awards ceremony. Later the real plaques were mailed to the recipients which is a story in itself. As I had already made up several certificates (in MS Publisher) for use as Honorable Mentions, it was just a matter of modifying them slightly so that they could serve as "substitute plaques". We actually did need a few Honorable Mention certificates so I printed these up as well. I had planned on doing the GLE2007 logo in color but now these would have to be black-ink-only using the contest laser printer since my color printer was without color ink, or even much black ink however they would still look nice anyway.

Then the Scale Rails crew comes in to take photos of the winners when we actually expected them to come in on Thursday however the scores have not yet been entered into the database and the rest of the contest crew is no where to be seen! OK, so I grab up the judging sheets and start entering the scores for each entry so Stephen Priest can start taking photos once we know who the winners are! Fortunately, some of the contests are "no-brainers" with only one or two entries but in some categories (like Freight Cars) there really is a lot of competition with many entries. I quickly make up a list of winners in the easily figured out contests so the photo crew can get started and then turn my attention to the more competitive categories. Eventually I got this part done as well and I can start breathing again.



The Awards Ceremony

Bob Hamm, MMR (seen below) announced the winners of the Model contest. Acting Arts & Crafts Chair Marlene Wilson reads off the list of winners in that contest (bottom right photo).

I think we had a little over 50 people in attendance this year including the contest staff. The ceremony continues to be under-advertised in the convention guide book and this year was no exception.



That night Allen and I once again trekked over to Greek Town but this night we came back a tad late and couldn't get into the hotel - at least not by the normal route! As we walked around the building, we were gathering other conventioners who also could not find a way in. After considering walking around the outside of the building and coming in through the main lobby (like when I first arrived in the truck), we finally stumbled upon a security guard who showed us the correct "after hours" route that would get us to the hotel lobby and then to the elevators.

Bright and early on Thursday morning I continued my ritual of purchasing the morning's coke before heading to the contest room even though I knew that breakfast was being provided at the awards ceremony. When I got to the contest room I found a small crowd of hotel staff preparing the layout of the food tables outside the room while waiting for someone to come down and let them in. With the room doors now open, they carried in the food tables and continued their setup routine. I will say that this awards ceremony had some of the best breakfast food so far and my hat is off to the hotel staff for preparing it!

There was still some paperwork that needed doing prior to handing out the awards so I set myself to handling that. There was also the Module contest to think about but that was Friday's problem. Bob Hamm, MMR did an outstanding job (certainly better than me) livening up the awards ceremony while I sort of stumbled through the Pass & Photo contest announcements. There were still more photos to take of the models and in

some cases the recipients. There was also the Brass Lantern presentation to record as a representative from the United Transportation Union was on hand in the form of UTU Vice President James R. Cumby. One of the things Ray had wanted me to do was to take photos of the contest winners receiving their awards. Well, that was the case with the Brass Lantern as this was a special occasion and I took several photos to make sure we had at least one that would work. However the rest of the field would have to wait for another day when I wasn't busy with other things however I did walk around the room and take several more photos of the proceedings.



UTU Vice President James R. Cumby (right) presenting Jim Grell with the Brass Lantern Award.

After the awards ceremony was over I started thinking that I did not like how some of the photos I was taking of the models were coming out and so I finally decided to take the Minolta A2 upstairs to the hotel room to switch it for the older veteran A1 and re-shoot all of the contest models. I was learning that there was more of a difference between the two cameras than just a higher pixel count of the A2 (8MP verses 5MP of the A1). (This decision would later prove to be beneficial in sorting through the awards that were presented with paper stand-ins instead of the actual plaques.)

Why had I taken two cameras? Well, at Philly last year I had a recurring problem with my then "only" camera the A1 and I wasn't sure I would be able to take photos of everything at that convention because of that problem. As it turned out I was able to finish doing that and also take photos of the USS New Jersey moored over in Camden across the river from Philly. However when I got home the camera stopped working and after a time I finally tracked down the problem and had the camera fixed. I could now perceive a need to have a backup camera so that caused me to buy a used A2 while the A1 was being repaired. However the main reason for the switch of cameras was that the A1 model could get almost six inches closer to the model I was shooting and still focus correctly than the supposedly similar A2 model. That meant that with the A1, I could stick the camera's lens almost into the Best of Show stock car model and the lens would still focus correctly, whereas the A2 would not let me get anywhere near that close. Why does this matter? Well, by getting in close I was able to photograph the inside of the stock car and still be able to pick out all of the details of the roof and the inside walls, a unique perspective that I am pretty sure no one else had tried. (I did get some strange looks while I was doing it!)

Most of Thursday (until we closed for the night) was spent re-shooting the contest models and the Solano. After closing the room up for the night, Bob Hamm, Allen Gross, Johnny Johnson, Dick Flock and I headed for the People Mover and rode it over to Greek Town for dinner. After we'd stuffed ourselves with good Greek food, Dick & Bob headed back to hotel while Allen, Johnny and I spent a few more hours together and several more drinks. After a while Allen switched to coffee as he was the "designated walker" who would later guide



Looking in the door of Bill Brown's F scale Stock Car model that took Best of Show with 123 points in Detroit. The Minolta A1 allowed me to get in this close whereas the A2 would not.

Johnny and I back to the hotel. Around my seventh rum & coke I started to remember why I had usually stopped at seven - I was getting sober again! We made it back to the hotel without incident and then off to bed. Allen had to leave early Friday morning as his father-in-law had died on Thursday and he needed to get back home so we would not have his help on Friday morning for the model pickup phase.

We got through the contest entry pick-up Friday morning without incident. While this was going on I only then noticed my error in that one of the photos entries in the prototype category was actually a model. (Damn!) Well, too late to do anything about it now, I should have looked at it more closely when we were judging the contest or taking entries in the beginning - too many other distractions.

With the entries almost all gone*, I spent some time waiting to head over to the Train Show to help judge the Module contest however JJ had that well in hand and he and his partner finished their assignment without my help and merely needed a few awards stand-ins printed up to be done with the Module categories. I also had to record who got what score in the database. (* There are always at least a couple of entries that for some reason are not picked up during the pick-up period (maybe people forget?), so those entries would end up in the Clinic Office to (hopefully) be picked up there later by their entrants.)

After that was done and with everyone gone from the room, I started dismantling the photo racks and packing them up for the trip home. Alone in the room it gave me time to think that this was to be my last convention. Somewhat depressed, I got the bell hop to cart the racks to the hotel lobby and waited for the valet to bring up the truck so I could stow the racks and some of the equipment for the trip back home the next day. After that was done the valet took the truck back to wherever it was being parked and I continued on into the hotel to look for the room where the Editors were supposed to be meeting. Only two of us showed up so there was no meeting. I spent most of the rest of Friday essentially alone walking around the hotel and had dinner alone.

On Saturday morning I decided to leave around noon to head home but I would head over to the Cobo Center to visit the train show and see what was there first. I could not afford to buy anything and so I just went around taking photos of booths and people that interested me and seeing old friends for the last time. I stopped on by the NMRA Company Store and got some unexpected news that cheered me up. Seems this would not be my final convention after all and after I got home I would have to start planning on how I was going to get to Anaheim, CA next year.

The trip home was relatively uneventful until I got to a section of I-75 several miles north of Chattanooga around midnight where I ran into a downpour at 70 MPH. Visibility disappeared and truthfully, I have no idea how the few cars that were on the road and myself didn't plow into each other there. Those new tires I had to buy at the beginning of the week proved their worth as I had little doubt the other tires would have not handled that situation as well. After reaching Chattanooga intact, my trip home was to have followed the same route I had taken coming north but on a whim, I decided to take SR53 at Calhoun instead thinking that maybe that route would be easier to follow in my current state of wakefulness. That proved to be a little overly optimistic but I did manage to stay on the road and got back home a little past 2 AM on Sunday morning.

I hope this story of my experiences at Detroit will give you some insight to the amount of the work involved in putting on a national contest. Hopefully next year there will be more entries & things will run more smoothly.

PHOTO CONTEST



PASS CONTEST





2007 PIEDMONT PILGRIMAGE 5TH ANNIVERSARY TOUR



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One of over 60 layouts that will be on this year's 5th Anniversary Piedmont Pilgrimage Layout Tour is Jim Hoffman's HO_{n3} Denver & Rio Grande Western Railroad (November 17). This will be the first year that Jim has had his layout on the Pilgrimage tour and one of my "duties" within the region is to photograph layouts that will be on the tour.

Well, Jim's layout was on the regular monthly layout tour for August so I felt I should stop on by and take a few photos of the layout. So I get home from working all night Sunday morning and grab a couple of hours sleep intending to get to Jim's around 2pm but I oversleep a bit and don't get out of the house until 3pm and the open house closes at 4pm! I manage to make the 22 mile drive in a little over 30 minutes even including one wrong turn and then stumble into Jim's basement and sign the register. A quick look around the room shows me two things - lots of people in one room and mostly benchwork in another. I elect to start shooting the benchwork portion first thinking that maybe I can get out of here in half an hour and back to bed!

By the time I get done shooting the benchwork side, the other room has cleared out enough that I can get in. As I approach the layout I am now thinking: "Oh my God! This is going to take a while." All thought of getting back to bed vanished and I didn't leave Jim's basement until a little before 6pm after taking no less than 457 photos, only a few of which appear on these pages.

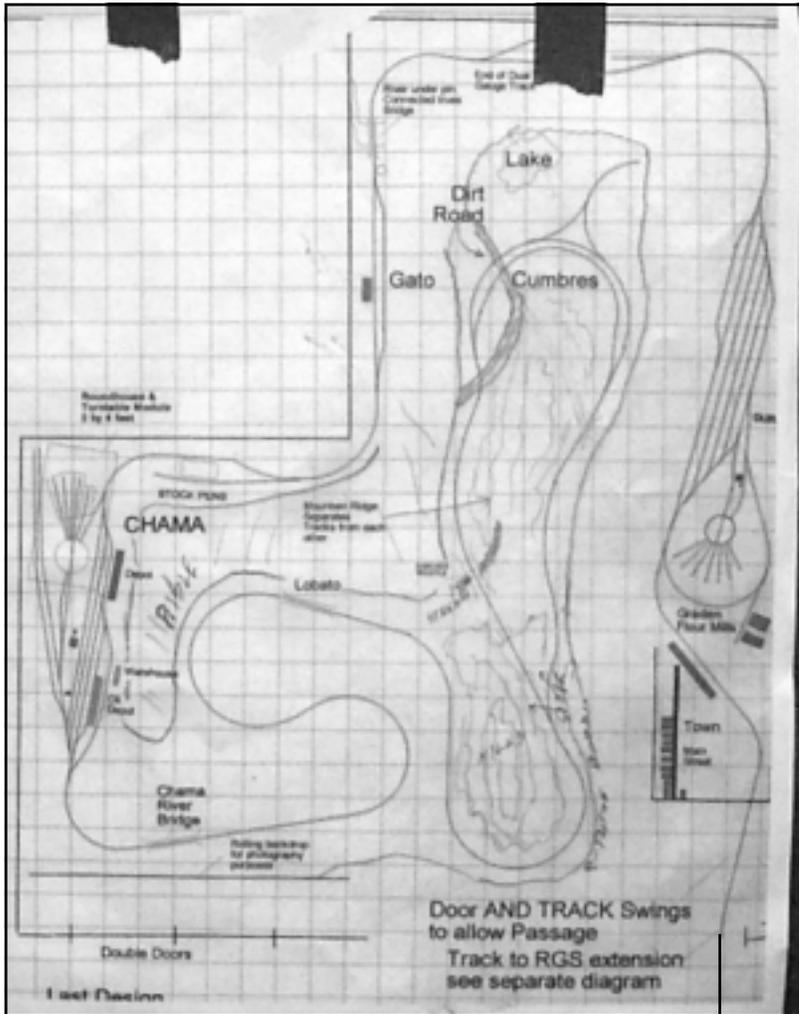


All Photos by Paul Voelker

These two scenes show part of the climb to Cumbres Pass from Chama, NM with the pass itself out of view to the right. The bridge seen below is at Lobato with the town of Chama in the background at right.

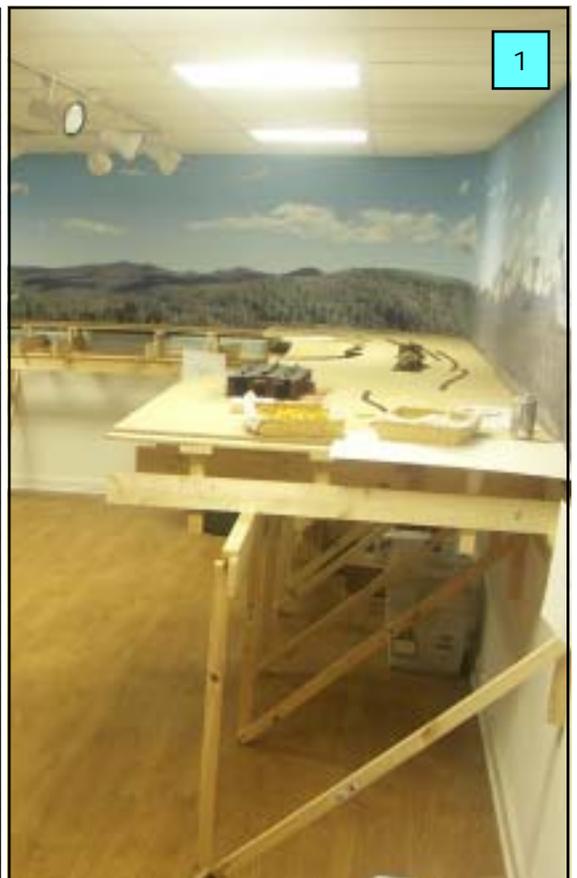
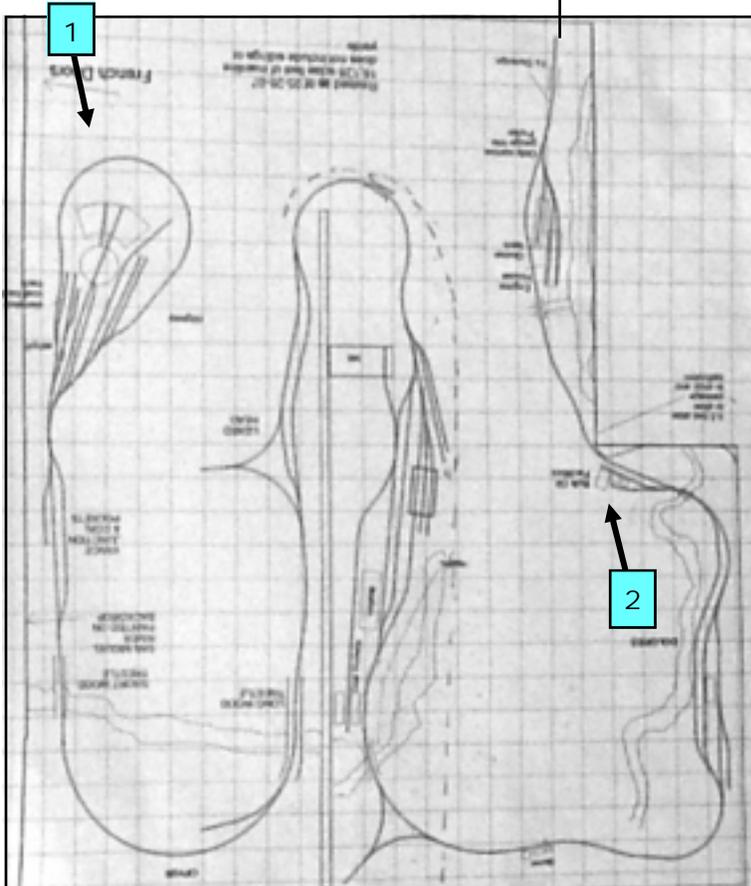
Notice the occasional red Aspens mixed in among the much more common golden variety. This is entirely correct as I myself have witnessed in the Colorado mountains on a fall trip once long ago around the Moffat Tunnel back in 1982.





The two drawings at left show the track plan of the finished Denver & Rio Grande Western section (top) and the unfinished Rio Grande Southern extension (bottom).

In the photos below the benchwork for the Rio Grande Southern extension can be seen connecting to the existing layout and where a roundhouse and engine service facilities will be located at the end of the line.

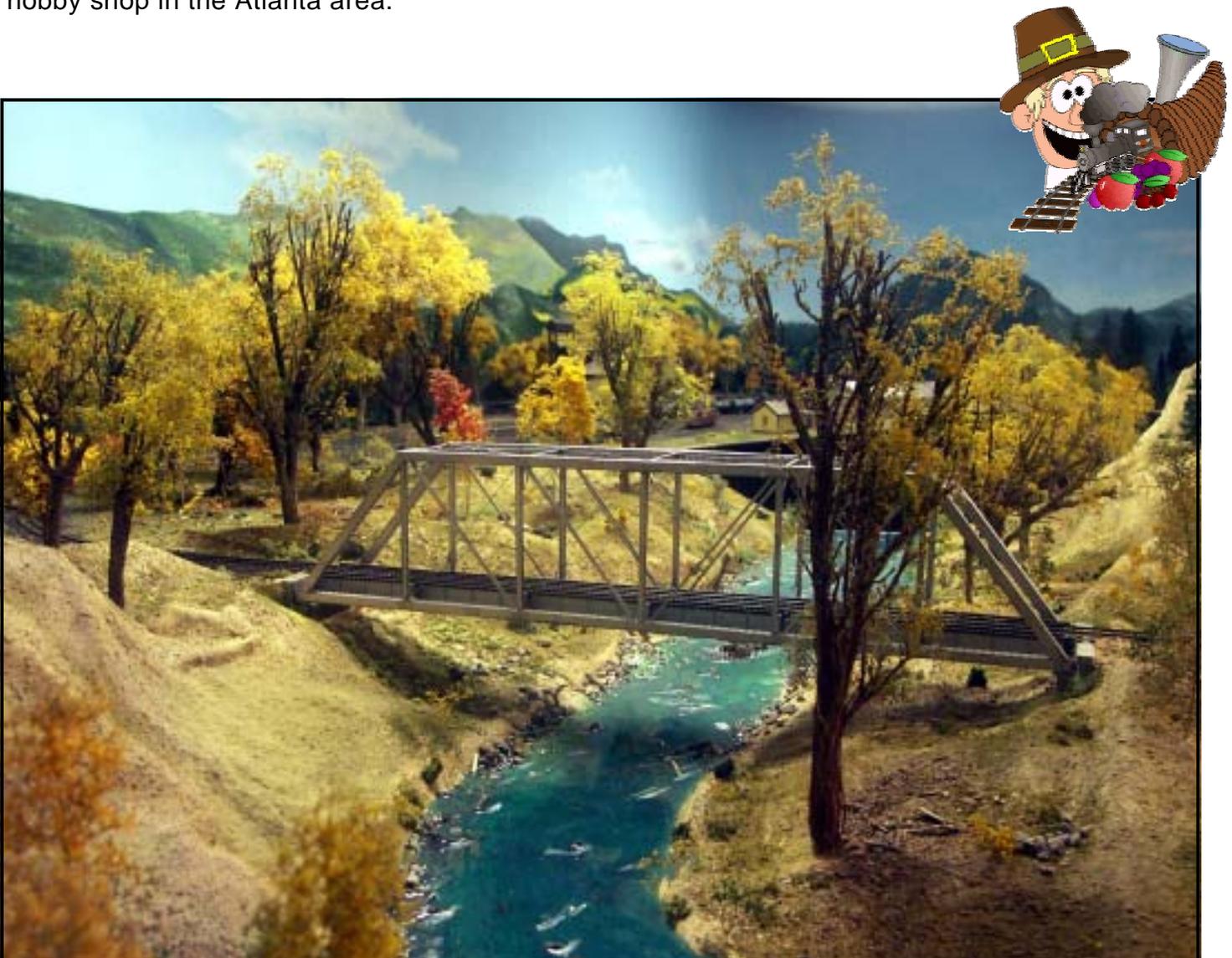


Jim's layout has been the subject of a series of videos produced by Green Frog www.greenfrog.com on building the Denver & Rio Grande Narrow Gauge in HO scale (3 parts). Other than that exposure, there has been very little done in print on this magnificent layout. Many of the trees shown are scale size, something that isn't done often in HO. Real trees dwarf the trains that run by them but on many layouts, what are in reality "ornamental trees" are used to populate layouts. The use of scale sized trees makes the scene at left appear more dramatic than it would otherwise would. Notice also their use in the photo at the top of the page. Some are nearly as tall as the coaling tower which is as it should be.

The colors are awesome too as Jim has modeled fall scenes in Colorado with the Aspen trees in their golden color and has even included the occasional red Aspen that occasionally shows up in stands of the trees but is seldom modeled. Aspens are after all a western Birch tree with the characteristic white bark of the Birch.

The scene in the middle photo depicts one of the primary movements of "freight" on many western railroads including many narrow gauge railroads and that would be cattle. Jim has modeled several loading corrals on his layout.

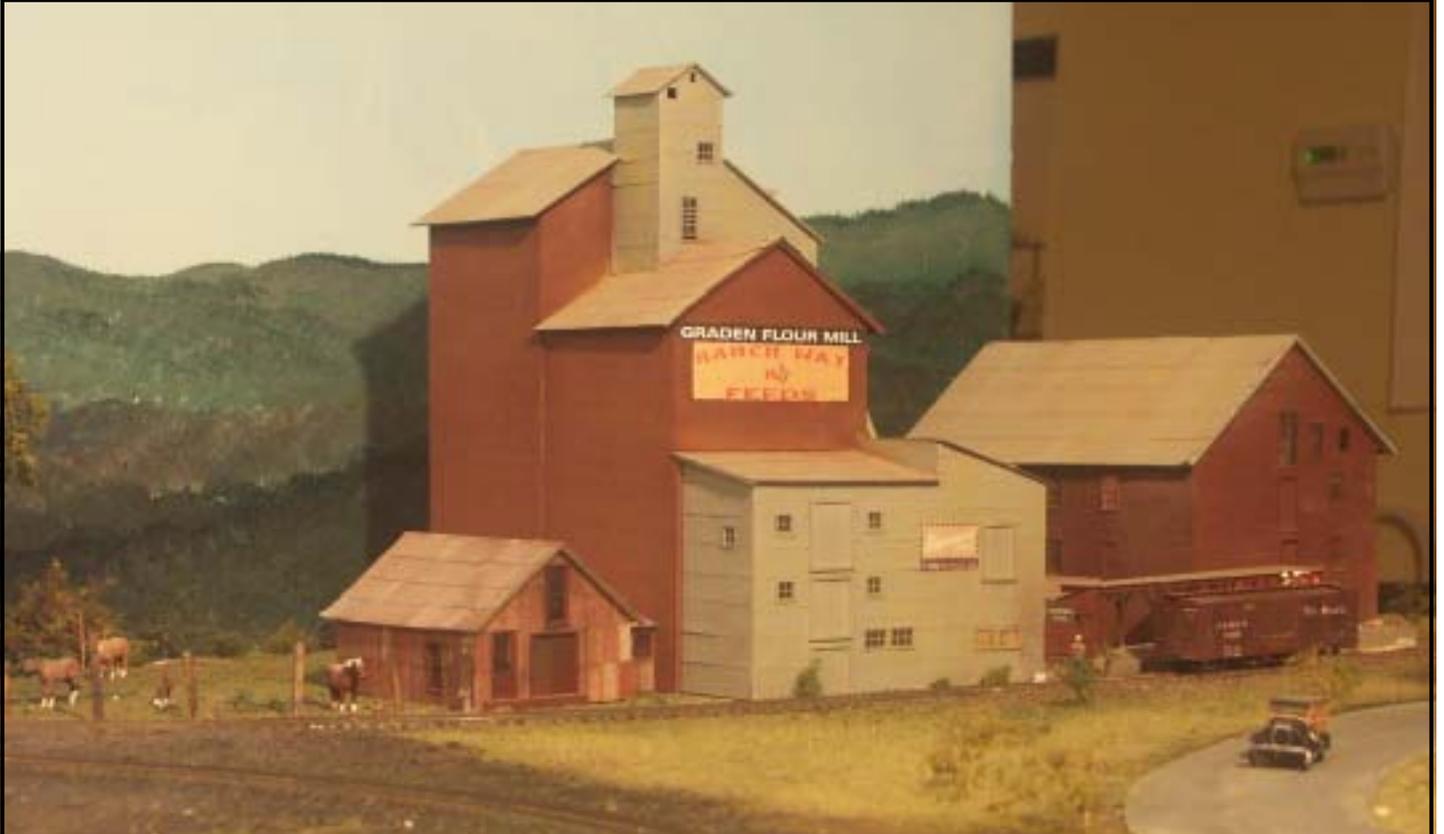
Check out the Piedmont's website or pick up a copy of the Pilgrimage Tour book at any local hobby shop in the Atlanta area.







CUMBRES
PASS





A. P. Awards

Chief Dispatcher
Howard Goodwin
 Acworth, GA

Chief Dispatcher
Charlie Crawford
 Marietta, GA

Model Railroad Author
Robert Bell
 Waynesville, NC

Assoc. Volunteer
Ben Bartlett
 Brevard, NC

Out with the Old & In with the New

Using the NMRA's AP as a basis for layout design & construction
By David Butts

Some clichés come and go. “Out with the old and in with the new” is a cliché that I felt was appropriate for my new layout project. Though not a new concept for long time members of the NMRA, as I became more aware and active in the association, I realized that the Achievement Program would provide an excellent basis for my design and approach to my new HO scale sectional layout, currently under construction. There were several motivators that caused me dispose of my former layout in May of 2007. One, I received a friendly challenge from a friend, Peter Youngblood, who is an accomplished model railroader and former owner of Kennesaw Trains in Kennesaw, Georgia, to do better and move beyond the average. Two, I got to view clinics held by Allen McClelland and Tony Koester at the SER 2007 convention held in Cartersville, Georgia. These two noted modelers dismantled their previous layouts and are building new layouts that provided the back ground for their clinic presentations. Three, I was not happy with my former layout due to some construction flaws in the bench-work and track work that hampered an operating session I held. Then the scenery was not consistent. So I decided that the new layout would be designed and built to achieve the following AP certificates; Chief Dispatcher, Model Railroad Engineer - Electrical, and Master Builder Scenery.

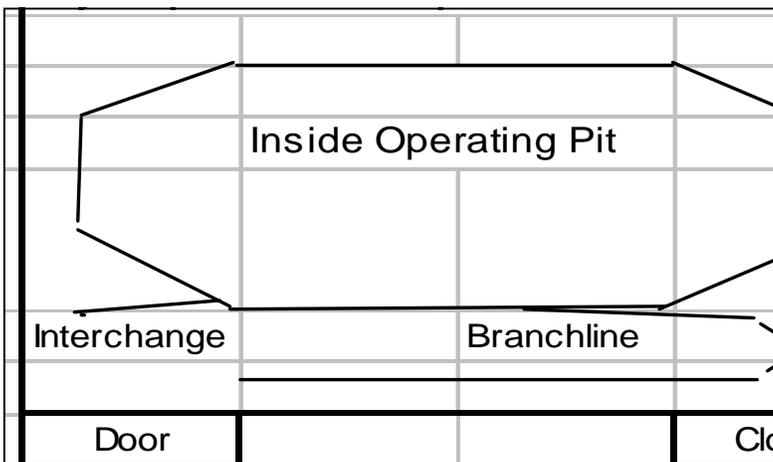


CORNER SECTION OF THE OLD LAYOUT TO BE SCRAPPED

My new track plan is similar to the one on the old layout which was based on a track plan designed by John Armstrong. However, I have stretched it out to use more of the available space, several of the crossovers on the main tracks have been repositioned, the industrial switching is simplified and the yard has been made more efficient. For operating sessions two to three people can be kept busy - dispatcher, yardmaster, and engineer/conductor. Cadrail layout design software by Sandia Software helped me develop the track plan for the new layout, complimenting my hand drawn doodles and actual test-fitting of track. As we grow in the hobby of model railroading, things we did in the past may not have kept up with the things we can do today and that is what occurred with my former layout. I had out grown it and it was not up to par. So though it was painful, it was time for me to scrap the old layout and construct a new one.

Layout Concept:

I model the New York Central (prototype freelance) in the late 1960's with an emphasis on the Michigan Central/Western Division. My goal is to capture the flavor of the railroad rather than be precise and exact with locations and track arrangements. I am interested in the Midwest automotive industry, particularly the areas around Detroit, Toledo and Cleveland. So the layout has to be able to support running high cube auto parts cars and auto racks, plus piggyback flatcars in through trains. I do not have the space to model complete automotive plants so the rail traffic is flow through, not generated on line. The on-line industrial theme of the layout revolves primarily around light industry with an emphasis on food products.



Thanks to fellow Piedmont Division member, Scott Perry, I became aware of the Layout Design Special Interest Group (ldsig.org). This SIG has some excellent information on their website on how to approach layout design which I have used to supplement my ideas on the new layout. Other resources have been books, for example, “The Big Book of Model Railroad Track Plans” by Robert Schleicher. Also, the February 2007 issue of Scale Rails had some excellent articles by Stephen Priest, MMR, on his model railroad and the concepts behind it that proved to be a valuable read.



NEW CORNER SECTION DISPLAYING L-GIRDER BENCH WORK

The new sectional layout I have under construction will meet the requirements for the AP certificates that I have selected and am pursuing. It is being built in phases and I figure it will take me nine to twelve months at my current pace to complete it. I am not in a rush and I am trying to take my time so that the layout is built right from the start with no flaws in the carpentry/ construction. The benchwork is L-Girder as popularized by Linn Westcott. Homa-Bed and Vinylbed are used for the track roadbed and the sub-roadbed is plywood ranging from ½ inch to ¾ inch thick. Though it adds to the cost I painted and sealed the bench work to minimize warping. A departure for me is the use of cookie-cutter techniques instead of being completely flat - table top. There are five sections -- two corners, two straight sections (yard complex and city), and the branch section. The primary reasons for tackling this new layout in stages is that, pooling from my module building experience, I am better able to maintain interest, have a higher level of completion and spread out the costs. A side benefit is that I am carefully testing each section to make sure it works reliably (bullet proof track) and that there are no repeat issues that compromised my enjoyment of the previous layout.

I have completed the construction of one of the corners and I am in the process of applying scenery and wiring. Once this corner is finished it will be moved into the layout room. It is currently being stored on my patio because of limited space in my house (no garage or basement). Then I will begin construction of the branch section, then the second corner and then finally the two straight sections to tie everything together. This new layout is to be larger than the previous layout, approximately 8' by 13' with a 9' branch line versus the 6'x13' former layout to better utilize the available space. The operating pit to work the yard, which is about 28 inches wide, was retained as the layout is shaped more like a rectangular "G". There is adequate aisle space to work most of the industries which are situated to the front/ outside of the layout and on the narrow branch line (16" by 9') for easy access.

The track plan is essentially a double track oval for continuous run, triple track in some sections, with a small city yard, several industrial spurs, one interchange spur and branch line with additional switching opportunities. The curve radius on the main tracks will range between 30 inches and 34 inches. The curves leading into the industrial branch line are sharp, 18 and 22 inches respectively. All turnouts on the main tracks will be either number sixes or eights with fives used in the yard and industrial areas. On my former layout I used Shinohara (Walthers) code 83 turnouts and flex track. Now I am using Peco code 83 turnouts primarily, with some Shinohara turnouts, and the flex track is from several companies (Atlas, Peco, and Walthers).

As mentioned earlier, I chose to pursue and earn the Chief Dispatcher, Model Railroad Engineer - Electrical, and Master Builder Scenery AP certificates because they provide the basis for my current layout and best suit my needs. The challenge of fulfilling the AP requirements for these certificates provides additional motivation and has my competitive juices flowing. I read each AP carefully and decided on what would work for me and how it fit into my scheme of things.

Chief Dispatcher:

To earn the Chief Dispatcher AP certificate a modeler must submit documentation supporting participation in the operation of a model railroad(s) for not less than fifty hours on either a home or club layout. The great thing is that you do not have to own a layout to attain this AP certificate. A minimum of ten hours must be served in three



FLOUR MILL ON THE NEW CORNER SECTION.

of five job categories, Engineer, Yardmaster, Hostler, Tower Man, and Dispatcher. The latter is mandatory. Within each of the job categories there are sub-job classes (Mainline Engineer, Way Freight Engineer, Power Desk, Traffic Manager, etc). Model railroads used to gain experience and participation hours for the AP certificate must have the capability to run two mainline trains plus yard switching in simultaneous operation. Further, some system of freight and passenger car movements, including road switching, must be used for controlling train activity. The modeler must also prepare a schematic drawing, time-table, operating train graph/chart and write-up on the system of operations for the model railroad that was used to attain the AP certificate.

What I enjoy most about the hobby is realistic operations. That is why the Chief Dispatcher AP certificate is number one on my list. So far I have accrued over fifty hours of participation in model railroad operations though I am six hours short on the Dispatcher requirement. Hosting an operating session on my former layout convinced me I was not going to be happy with the layout going forward. The track work on my two corner sections (curves) was not reliable though I routed traffic around the problem areas and got through the schedule without delays. I just could not use all track on the layout consistently. That's one of the prime reasons the old layout was scrapped and the new layout is under construction. When the new layout is operations ready I will wrap up the requirements for the Chief Dispatcher AP certificate.

Model Railroad Engineer - Electrical:

For this AP modelers are required to construct and demonstrate on their own layout or a club layout the satisfactory operation of an electrical control system on a model railroad capable of simultaneous control of two mainline trains in either direction. There are six mandatory requirements. In my case, sufficient gaps and switches to maintain polarity, phase, and trouble shooting for command control (DCC), one mainline passing siding, ability to turn a locomotive or consist (turntable, wye or a transfer table), yard with a minimum of three tracks and a switching lead independent of the main line, facilities for storing two locomotives, and one power supply. DC Analog users are also covered by the requirements. There are additional requirements in parts "B" and "C" with a list of selections from which the modeler can choose. I chose to demonstrate the electrical operation of a turnout, crossing, and crossover (three of eleven choices for part "B"). Then for part "C" I chose electrical turnout position indication, installation of a command control receiver, and the installation of a command control throttle bus line around a layout which is three out of twenty three choices. The final requirements involve preparing an electrical schematic drawing for the propulsion circuitry and wiring of components from items B and C and a Statement of Qualifications with additional items to complete, track plan for layout used, detail of construction methods, identification of commercial components used, and signed witness certification form. Digitrax DCC will be used to control and power my layout as I have used this system for the past ten years at home and with the modular clubs to which I have belonged. The previous layout was wired for detection and was set up for Absolute Block Signals and computer control using software from Railroad and Company. Turnouts on the main tracks were controlled by accessory decoders. I will again have these electronic components in place for the new layout. I am not a wiring wizard but DCC has made the wiring and control of a model railroad so much easier. I can take advantage of sophisticated technology that was not within my reach before without major control panels, miles of wiring and tons of complex circuits. DCC gives modelers a lot of flexibility and options.

Master Builder – Scenery:

This AP will be the most challenging and comprehensive for me because it requires the involvement of NMRA AP judges. As an HO modeler the requirements are at least thirty square feet of completed model railroad with sections that contain the necessary scenic elements of Terrain, Structures, Background, Lighting, and Realism/ Conformity as combined to achieve a realistic effect using applicable NMRA standards. Each of the elements has to be evaluated by the judges and points are awarded based on the quality of the scenery work. A merit award of at least 87.5 points on the sections being judged is required to earn this AP certificate. Fortunately, I have had the opportunity to visit some very scenic model railroads through the SER NMRA Piedmont Division's monthly program of lay-



NEW CORNER SECTION WITH BUILDINGS AND SCENERY IN PROGRESS.

out open houses and the annual Piedmont Pilgrimage where numerous layouts throughout greater Atlanta, GA, are on tour during the month of November. Not only that, in addition to working with the North Atlanta Rail Barons on layouts within the group, I have been able to participate in helping Mike and Kathy Devaney and their team with their N-Scale C&O layout that promises to be very spectacular given the size, scope and fidelity to detail of the project.

That said, I fully intend to incorporate elements of the Master Builder – Scenery AP certificate into my scenery plans for the new layout. This takes advance thought and planning so that everything is integrated properly and the scenery is cohesive/ fluid. On my previous layout the scenery was almost an after thought. I have come to learn that scenery should be factored in to layout design along with the track plan and railroad theme. For this project I am not shoe-horning the buildings into the layout after laying track. I am working with the actual building, mock up or foot print to ensure that it fits on the layout properly and is complimented by the track work. Thus I am moving deliberately through the construction of the layout and building it in phases so that I can apply the right amount of attention to the scenery and it will meet the NMRA standards for the AP.

Resources I am using to sharpen my angle of attack are actual prototype pictures of the New York Central in my region of interest. Morning Sun Books has done the hobby a great service with their series of prototype railroad color pictorial books. I have most of the books they have offered on the New York Central. On a modeling level I am using techniques found in “How to Build Realistic Model Railroad Scenery” by Dave Frary, and “The Fabulous Franklin & South Manchester Railroad” by George Sellios for inspiration in layout detailing. Due to the fact that my layout will be very hands on, the scenery will be developed so that it looks convincing and can yet survive the rigors of an operating session where crew members will inevitably touch the layout in the course of performing switching and other maneuvers. Preparation of the layout room is in order and I am going to paint the back drop directly onto the walls in the bed room where the layout will be housed. Charlie Crawford, of the Piedmont Division of the SER NMRA, has done several clinics on treatment of layout back drops and as a fellow member of the North Atlanta Rail Barons I will be tapping him for his expertise. For room lighting I am going to employ track lighting over the layout to supplement the incandescent light fixture in the room.

Conclusion:

By using the NMRA Achievement Program as the basis for my new layout I am going to be better able to design and construct a layout that will be more enjoyable and fulfilling. It all starts with research, establishing a theme/purpose for the railroad, setting goals, developing a plan and then executing. My participation in the NMRA has increased as I have taken on earning these certificates (see the NMRA website for more information on the Achievement Program) and had the opportunity to interact with the membership, gain more exposure and learn. The NMRA has a lot of resources available to help the membership from the local division level to the national level – one just has to seek it out and ask timely questions. Thus “Out with the old and in with the new” is an appropriate title for my new layout design and construction process. This new layout is a culmination of my skills and experiences to date. I hope modelers reading this article will reflect on what it is they are doing with their current layouts, what is they want to do, and go after what gives them the greatest satisfaction from their model railroad by partnering with the NMRA.

PIKE REGISTRY
 \$16 / 4 ISSUES
1/18th PAGE

ROBERT & BRIAN HUNT
 MARIETTA, GA

3/10

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 John Travis Norcross, GA ©08

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 and Hinton Divisions
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SOUTHEASTERN REGION
MEMBERSHIP REPORT
 For September 2007

As of September 1, 2007, NMRA membership in the region stands at 1,038. This is an increase of 35, or 3.5%, over the last twelve months. Total SouthErneR subscriptions have risen to 496, an increase of 22, or 4.6%.

Some members report not receiving renewal notices. You should receive a notice within ninety days of your membership expiration date. If you did not receive a notice or have questions about your membership, contact me via email at:

rvcoble@yahoo.com
Rick Coble, Registrar

Name	Div.	Milestone	Recovery	Condolence	Congrats.
Judy Mckinley	1	65			
Carey Jenkins	2		Hospitalized		
Chris Shelton	2				Gold Spike
Hunter Womble	2				
Merrill Compton, Jr	2		Surgery		
Roy Stewart, Jr	2		Surgery		
Robert Schafer	3	70			
Robert Schafer	3	70	Surgery		
Glen Hall	4				GS & Structures
Bill Hulen	5	80			
Bill Mathewson	5				
Charles Luhrman	5				Assoc Volunteer
David Butts	5				Author
Howard Goodwin	5				Dispatch
Joe Gelmini	5				Dispatch
Michael Flynn	5	75			
Paul Lator	5			Brother	
Perry Lamb	5				Assoc Volunteer
Randall Watson	5				Dispatch
Richard Grandy	5				Gold Sp
Tom Banks	5				Assoc Volunteer
Ann Alverson	7			Husband Bill	
Dr Revis Butler, Jr	7				Gold Sp
First Pres Church	7			Donation	
Albert Lonsberry	8	75			
Elbert Martin	8	70			
William Baumgartel	8	65			
George Throckmorton	10	70			
Greg Schafetter	10				Scenery & Civil
Jerry Michnewicz	10				GS & Scenery
Michael Fleming	10				Assoc Volunteer
David Bowen	12	65			
Charles Dubois	13	75			
Fred Coleman	15				Assoc Volunteer
Rob Bell	15				Author
William Seibert	15				Gold Spike

Division	NMRA Members	NMRA Life Members	SER Subscribers	SER Life Subscribers
01 Mid-South	32	11	10	2
02 Steel City	107	23	38	3
03 Dixie	24	12	9	2
04 Gulf	49	9	20	1
05 Piedmont	343	40	172	12
06 Empire	27	12	11	2
07 Palmetto	80	18	36	3
08 Atlantic	39	7	18	1
09 Central Savannah River	22	7	9	1
10 Bluff City	56	9	23	3
11 Cumberland	56	12	29	1
12 Smokey Mountain	57	6	22	1
13 Headquarters	56	11	22	4
14 Magnolia	25	6	12	4
15 Land O' Sky	65	15	24	3
00 Outside of Region	-	-	41	-
Sept 2007 Total	1,038	198	496	43

Month-Year	NMRA Members	NMRA Life Members	SER Subscribers	SER Life Subs.	SER inactive Subs.	Out of Region
Mar 2004	1079	209	534	42		
Sept	1058	205	540	42	34	
Mar 2005	1011	196	510	43	65	
Sept	1015	198	497	43	80	
Dec	1038	200	489	42	100	
Jan 2006	1015	201	487	43	105	17
Feb	944	174	497	43	119	22
March	1013	200	485	43	129	22
April	994	200	459	43	147	24
May	1013	200	454	43	122	26
June	1028	206	466	42	131	29
July	1032	205	457	43	146	30
Aug	1024	203	448	43	151	33
Sept	1003	203	443	44	147	31
Oct	966	201	429	42	175	38
Nov	990	202	434	41	178	39
Dec	1009	202	439	42	170	42
Jan 2007	978	200	438	43	154	38
Feb	992	200	445	42	156	Not Avail
March	996	199	451	43	155	36
April	1004	198	457	44	153	37
Sept	1038	198	496	43		41

Need some HELP with your model railroading? Why not give us a call! Get assistance with wiring, benchwork, scenery, locomotive repair, and even DCC! The service is free for all NMRA members, so give it a try!

Member Aid Chairman
Charles Brown, MMR
 3 Springbrooke Trail, Dallas, GA 30157
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charliebrown@mindspring.com

**Al Parker
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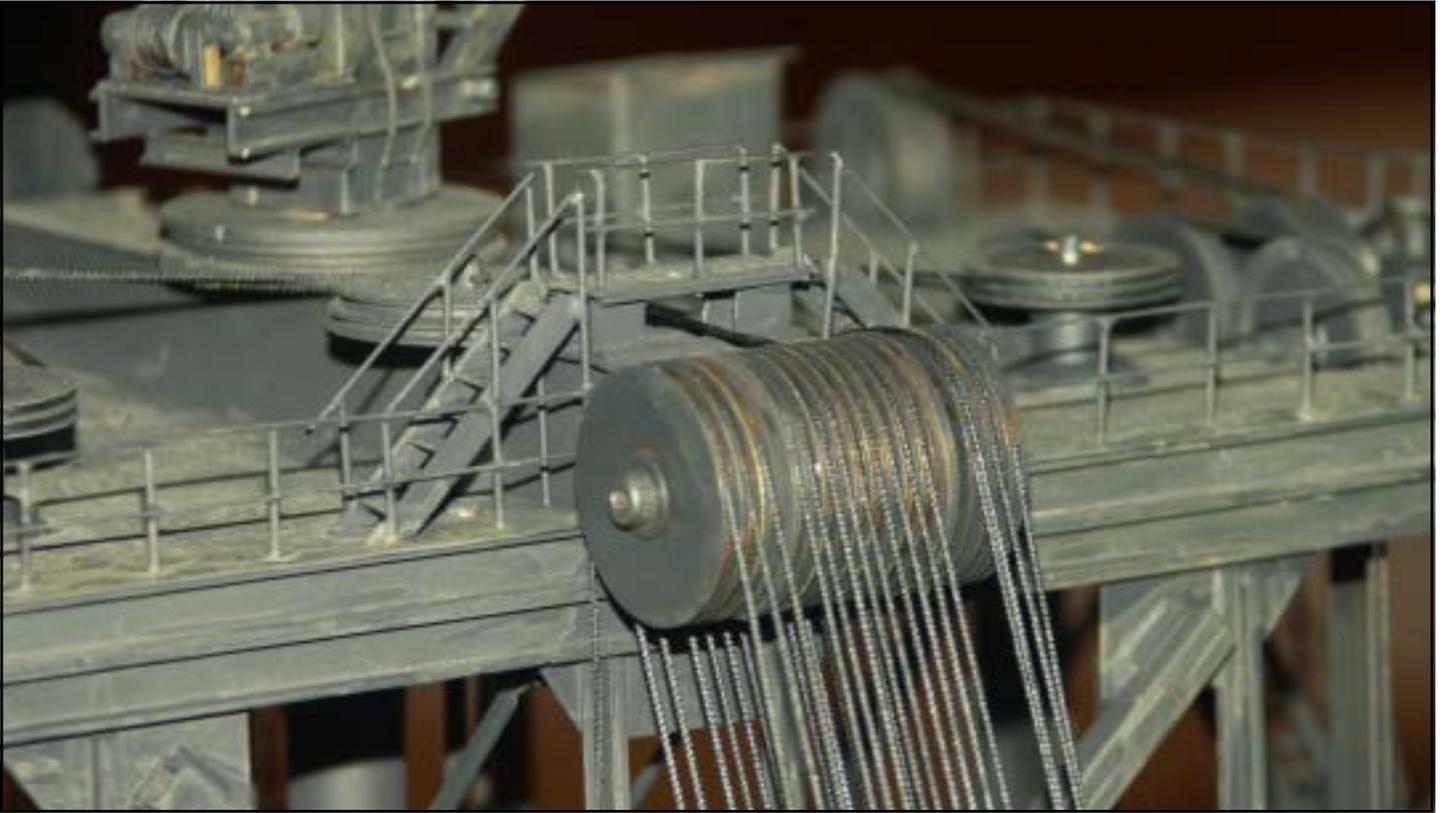
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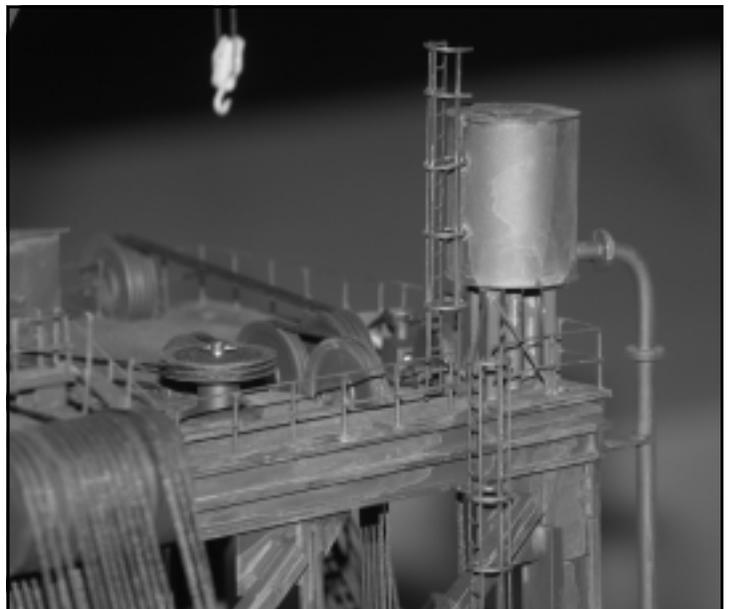
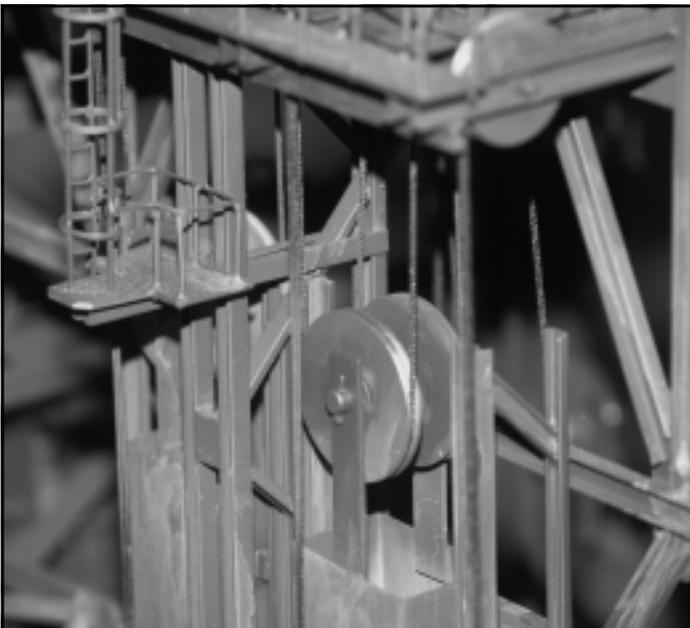
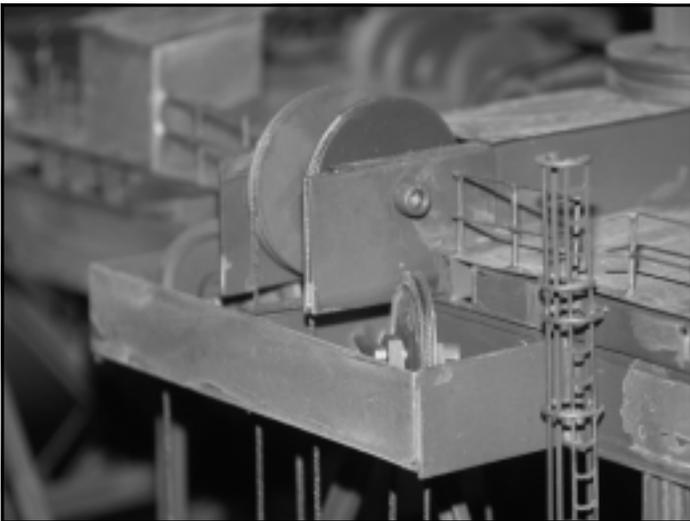
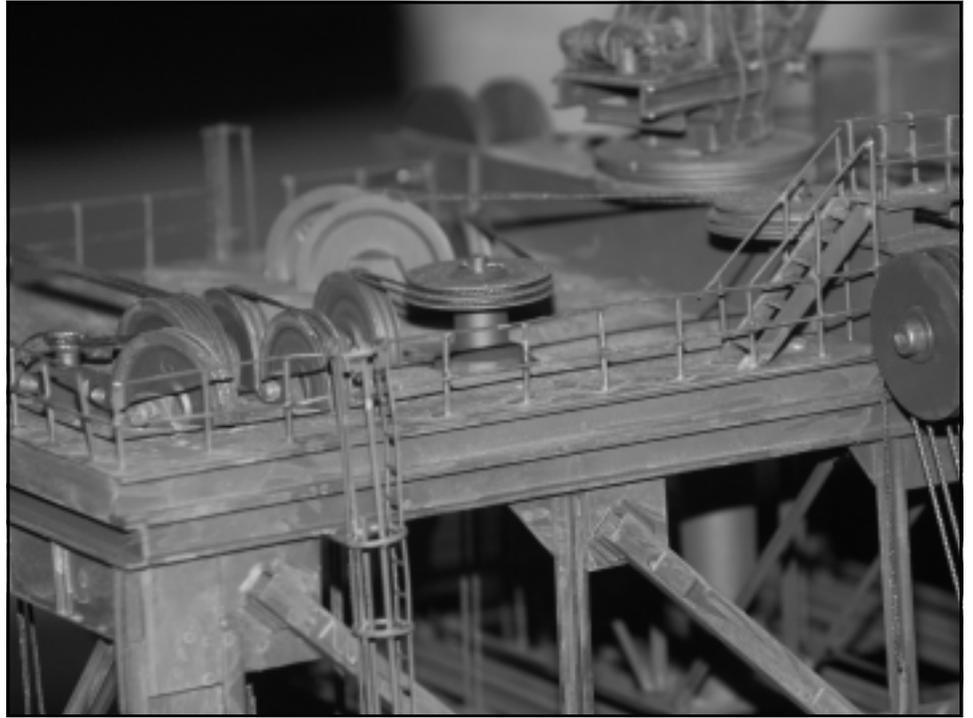
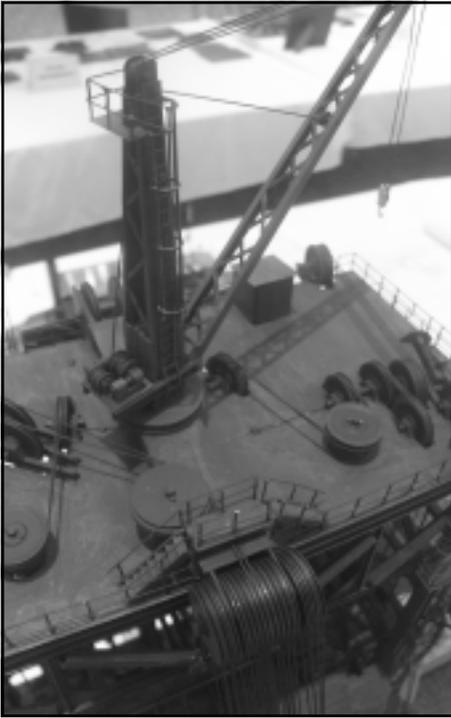






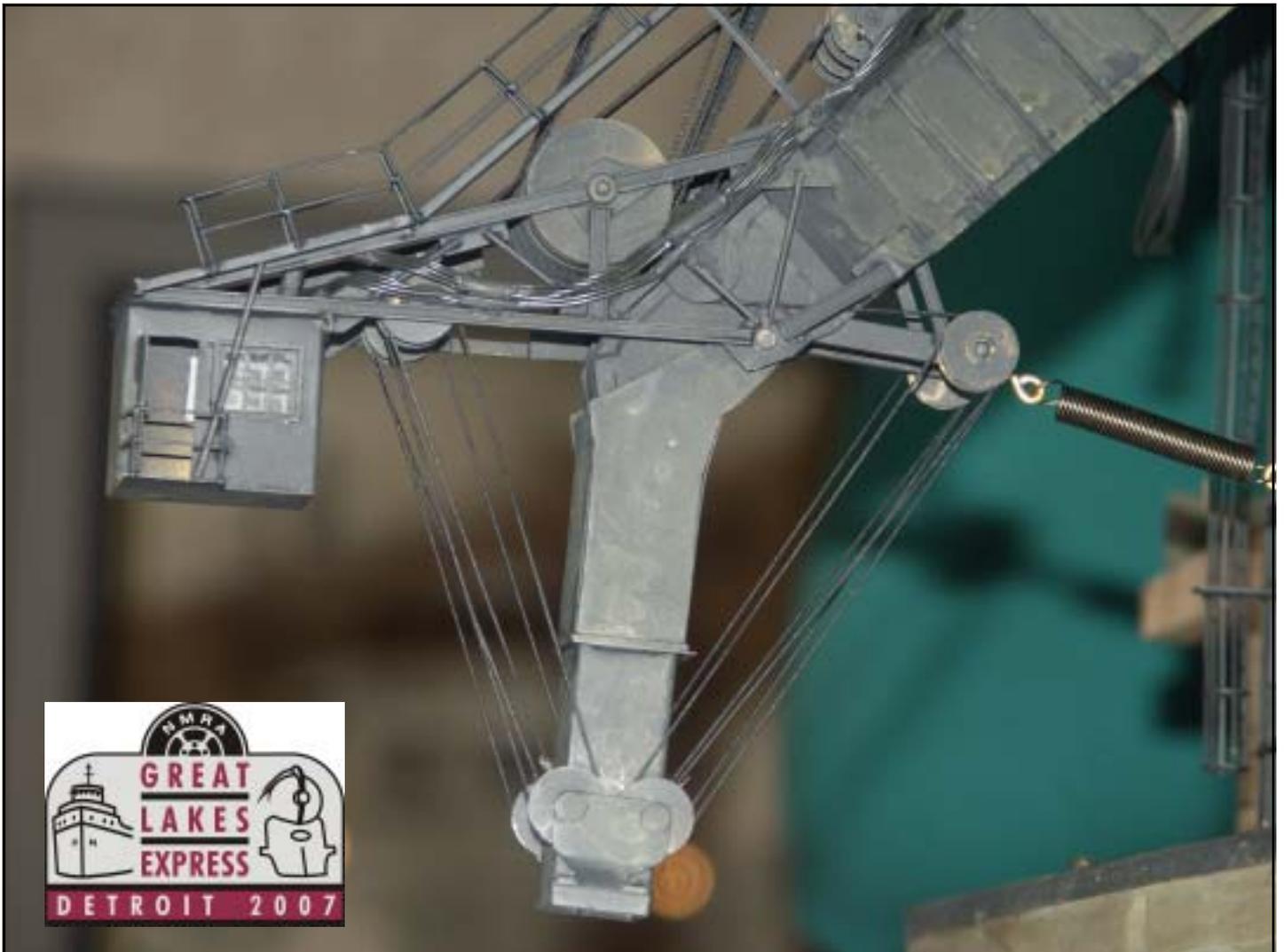
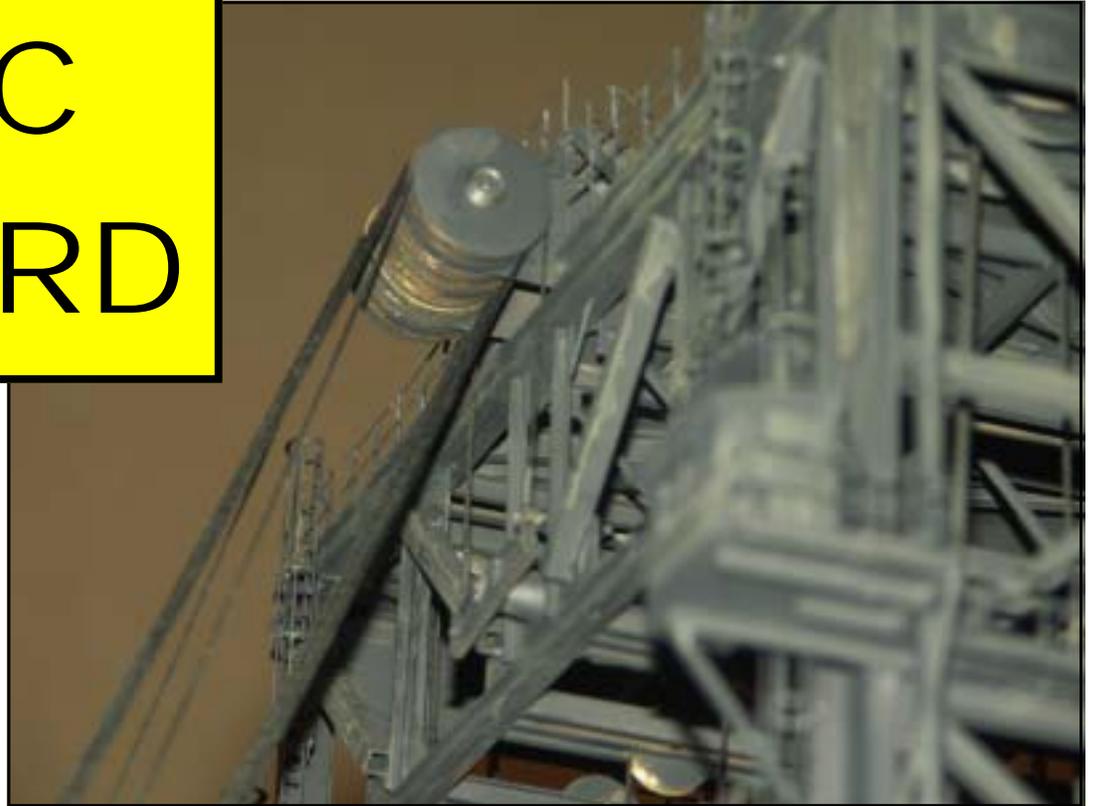


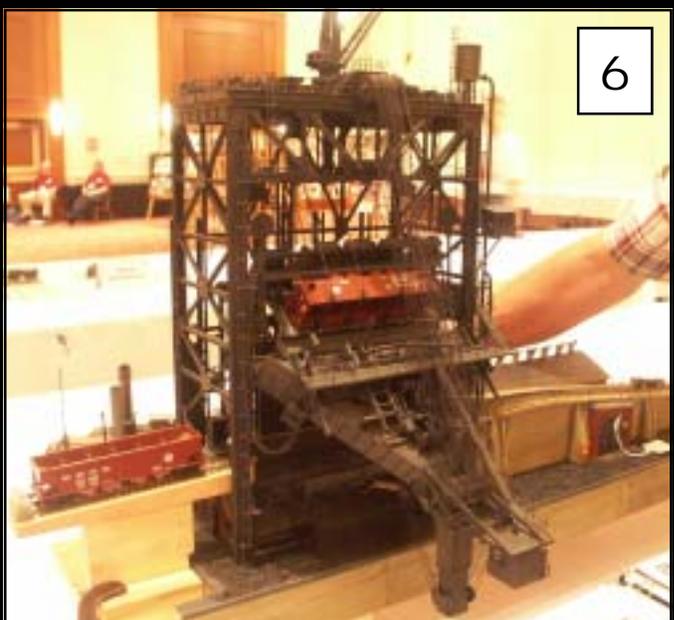
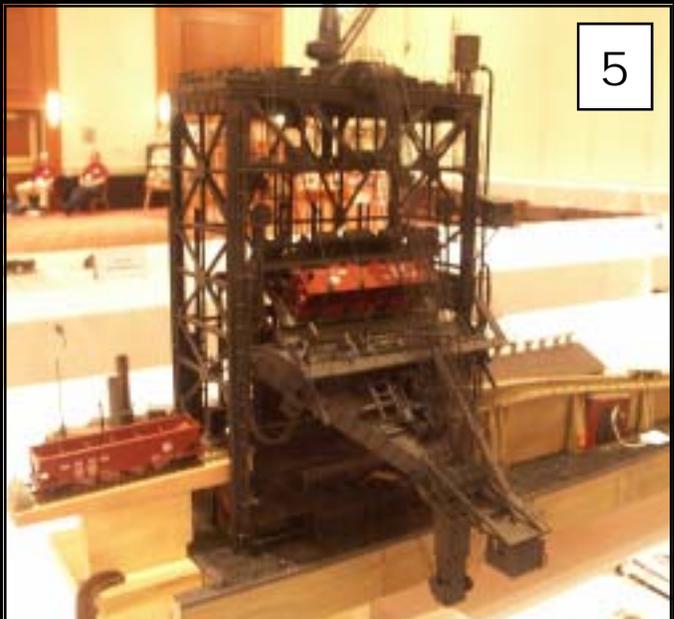
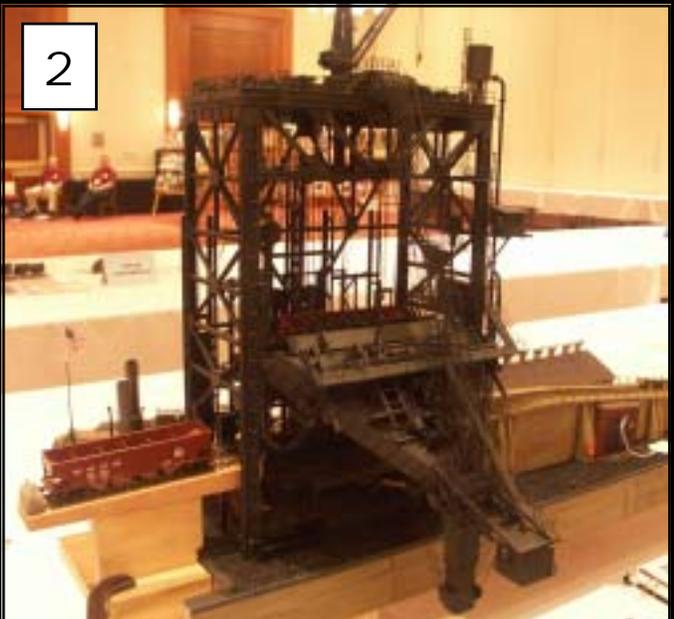
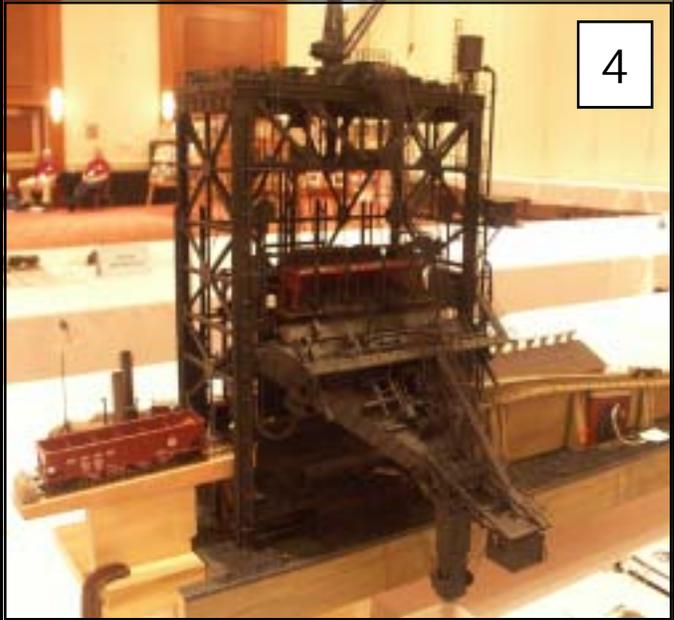
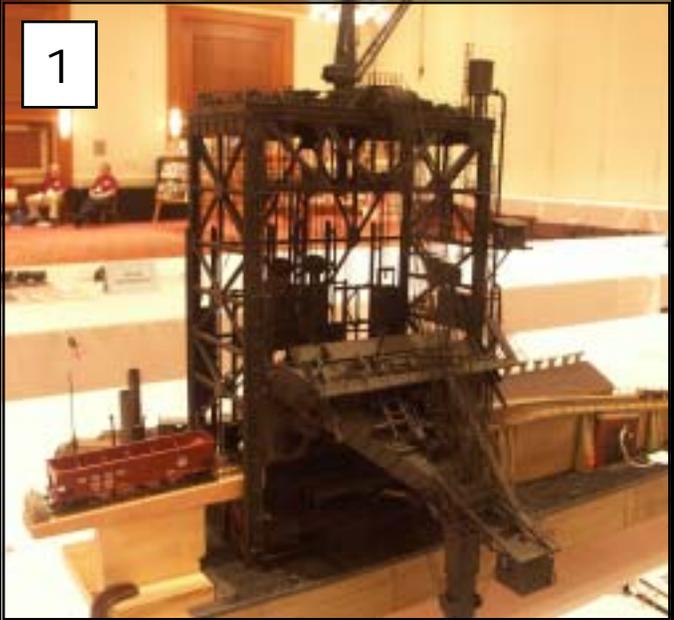




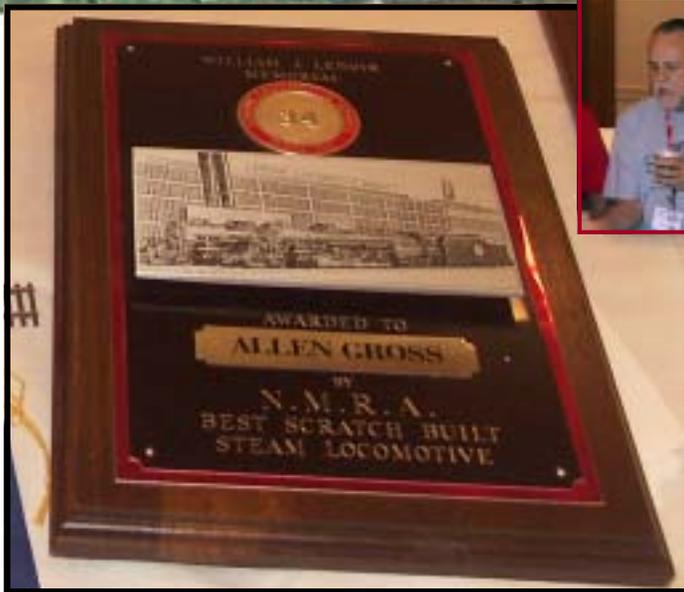


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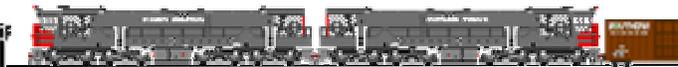
ALLEN GROSS, MMR



TOM ATHERTON

2006





DIVISION NEWS

STEEL CITY - DIVISION 2
Jack McCraw - fjmcraw@charter.net



Since the last report, we have had our monthly meetings as usual. We also have visited several local layouts, including Jim Gibson's which will be dismantled when his house is sold. We had a division swap meet on the

coldest April day in memory. Luckily, the members were smart enough not to freeze themselves, and no one showed up. It was suggested during the run of triple digit heat in July that we should hold another and maybe break the hot spell.

We have been pushing the AP program by having a clinic showing just what the judges look for, and this month we will have one by the division AP chair, Scott Matherly, on what paperwork is necessary for AP judging. Some questions were raised by members who read the rules on the web site and found them confusing.

Next month, we will have an opportunity for anyone who is interested to have his models judged for AP points. If this proves popular, we will do it as needed.

One of our 100% NMRA clubs, the Wrecking Crew, has built a layout featuring Hogwarts and has it on display at the McWane Science Center while they are running the Harry Potter movie. The castle is very impressive, so if you can, come and see it.

That's all for this time.

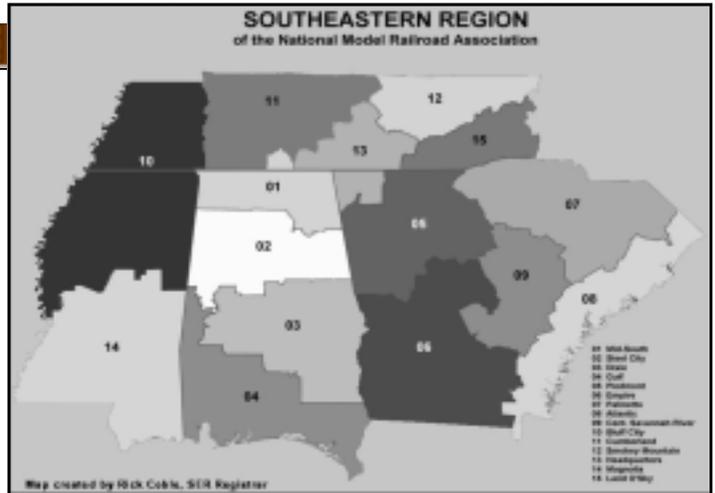
CUMBERLAND - DIVISION 11
Bob Hultman - hultman@bellsouth.net

Cumberland Division has been active during the 1st half of 2007 in promoting model railroading. The Division operates both an HO & An N scale model RR for TC Ry MUseum excursion train passengers prior to departure of each TCRM excursion train. Something different this year was the 4-day visit by ArtrainUSA in mid-April 2007. The model RRs also operated during the hours ArtrainUSA was open.

Nashville Ntrak has set up their N scale modular RR for various events, including Kids City in Murfreesboro TN where well over 1,000 kids saw the N scale RR.

Cumberland Division displayed an HO modular RR at Bellevue Center Mall in west Nashville for 3 weeks during the last half of March thru early April 2007. This setup started 1 day after the Division Meet on Mar 17 2007.

Division members will again be taking part in Day Out With Thomas The Tank Engine at TCRM Sep 1-2 & 8-9 2007 and displaying the HO modular RR at the TN State Fair Sep 7-16, 2007. These opportunities will let thousands of people see model railroading in action with the latest DCC control and sound-equipped rolling stock in action.



BLUFF CITY - DIVISION 10
Ned B. Savage - nssavage@juno.com

The Bluff City Division is again sponsoring an exhibit of model railroads at the Memphis Pink Palace Museum. The exhibit this year is to feature operational layouts by the Memphis HO Modular Group's and the Bluff City Bender's N Scale Group. In addition, this year, The Mid-South Garden Railways Society will exhibit two of their G Scale modules in a static display, and the Memphis Three Railers Group is to also provide two of their modules for a static display. There will also be displays of other Railroad items.

The Event this year will run from September 22, through October 28, 2007. This is the third year for this offering, and the Museum officials have indicated that they have the event pencilled in on their calendar for the next five years.

The Memphis Area Model Railroaders are in exploratory negotiations with another city run organization to possibly build a model train layout for them, for a display for children. They may also have a venue for a much larger display that could provide the opportunity to have several scale model railroad layouts to be built, operated, and exhibited frequently to crowds of all ages. If this comes about, it could be a "win-win" for all the organizations that are involved, and could really promote our hobby to this area of the country.

On the local scene, A number of our members are working toward NMRA Awards in various areas. At the last Memphis Society of Model Railroader's club model contest, the modeling skills exhibited great improvements over some that have shown in past events. Congratulations to participants.

The Bluff City Division will host a "One Day" Train Show on November 17th

This Train Show will be held in the Fellowship Hall/Gymnasium, of the Highland Street Church of Christ, at 443 So. Highland Street, Memphis, TN 38111. Set up will be on Friday Night, the 16th, starting at about 4 PM. Some set up will be available around 8 AM Saturday morning until the doors open at 9 AM. Take down will start at the close of the event at about 3:30 PM on Saturday the 17th. The Church needs to be able to set their chairs out for the Sunday Service, after our move out. The Contact person for this event is Mike Fleming, and he can be reached <http://www.MSMR.NAME/>.

The Mid-South Garden Railway Society will Set up and operate some of their modular layout in a tent at the Memphis Pink Palace Craft Fair on October 4th through the 7th. This event will be held in Audubon Park. Last Year the MSMR small HO Scale layout was displayed at this event, but it was found to be un-suited for this venue's outdoor environment.

This Article is submitted by the Bluff City Division Superintendent, Ned Savage.



GULF - Division 4
Glen Hall - gnglen@cox.net

The Division Tailgate Swap Meet in April was held in conjunction with the West Florida Railroad Museum's Open House. Along with the tailgaters, the Emerald Coast Garden Railroader's had laid enough track on their new 60' x 90' garden railroad to run some trains for the public. The museum also had their 1/8th scale running and provided free rides for the younger visitors, including the Girl Scouts and Brownies of Troop 347, who were out earning their Historic Milton-Bagdad Patch.

On the 9th and 10th of June, after a two year hiatus, the Pensacola Model Railroad Club's N-Scale Division held its Annual Train Show. Approximately 2000 visitors enjoyed seven layouts in five scales, a scratch build 1/8th scale EMD GP 60 and numerous vendors. Proceeds will provide 24 HO Train Sets for "A Community Caring At Christmas".

The TCA met on July 14th at the Jay, Florida High School cafeteria. After a brief business meeting, they adjourned for a swap meet.

August 4th was another Division Tailgate Swap Meet at the West Florida RR Museum in Milton. Ed Dice was in charge while I was in Alaska and reported a good turn out as usual. The G guys have hauled in a lot of dirt and laid more track, so hope everyone is keeping up with the progress on their garden railway.

On September 15th and 16th, six of the Division 4 clubs will journey into the Dixie Division to setup for the Annual Wiregrass Heritage Train Show in Dothan, Alabama.

The Pensacola Interstate Fair starts on the 18th of October and that is where you will find the PMRC's three divisions and the Emerald Coast Garden Railroaders running their trains for ten days.



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

The Piedmont Division has had a great summer! The division members, Convention Staff, and visitors are still talking about the Regional Convention in Cartersville, GA. We had a super time, how about you? The event exceeded expectations on the overall attendance, quality of the clinics, prototype tours, model contests, and the banquet. We want to thank the staff that coordinated the non-rail activities. It was the best non-rail program we have seen for any Convention both Regional and National. We also want to thank all you that attended and made the Convention one of the best.

The Division has been so energized by the Regional Convention that we have considered and will be putting in a bid for the National Convention in 2013. This does not mean we are going to get the event but we are in the running. Stay tuned for more updates and information.

The Division monthly meetings continue to be well attended. We are averaging over 80 attendees each month. If you are a new member or have not come in awhile we miss you. Each month a Division member works hard to put on a clinic on either prototype or model trains. They are informative and fun. Also, it is a great time to fellowship with other modelers in the area and region.

In July Dave Butts presented his clinic on "Block Detection using Digitrax DCC". For modelers who are into model railroad operation and or digital operating systems it was a great time to learn more on the capabilities of this tool and how Dave is using it on his railroad. The question and answer session was lively as it always is when DCC topics are presented.

In August Perry Lamb presented his clinic on "Spline Road Bed, a new old way". This was a great clinic. He presented spline roadbed construction using materials you can find in home stores. Imagine, vinyl parts that are used for home exterior construction being used for model railroad roadbed. This is cool stuff!!

In September Don Lodge will be presenting his clinic on the "History of Electric Interurban railroads in the US". There is a huge interest in both prototype and modeling of interurban transportation. This will be very interesting and fun.

In November the Division will once again host the Piedmont Pilgrimage Model Railroad Open House program. You will not want to miss it this year. It is the 5th anniversary and it will be bigger and better than ever. It will feature over 60 layouts. There will be the usual favorites and new pikes. It features many scales from G to N. If you are new to the Division and Region, the Pilgrimage is where owners of layouts host open houses across metro Atlanta. You get the opportunity to see layouts that are not typically open to the public. This year the Pilgrimage will be expanded to the last weekend in October and the first weekend in December. Go to the Piedmont Division website:

www.piedmont-div.org

...and click on the Pilgrimage link. It has the dates for each open house along with photos, layout descriptions, hours, and a map link for directions. We will see you there.

Lastly do not forget the Division Live Auction on September 22nd. Bring your unused treasures to sell and look for new ones. It is a great evening of fun and entertainment at the Elks Lodge in Tucker!

Well that is all for now.

Happy Railroading

Bob McIntyre
Superintendent

Achievement
Program

The AP can sometimes be easier than you may think. Just volunteering your services for several years can get you one step closer to your Master Model Railroader Certificate and you can have fun along the way.



Above Charles Luhrman receives his Association Volunteer certificate from Division AP Chair Joe Nichols Jr.



Left At the same meeting, Howard Goodwin received his Chief Dispatcher certificate from Dr. Joe Jr.

Congratulations to both of you for your hard work and dedication to the hobby!



5 YEARS AS EDITOR

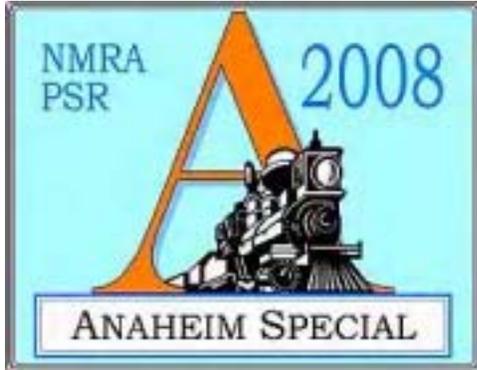
This is my Fifth Year as Editor of the SouthEastern Region's newsletter *The SouthErneR* and I wish to thank all those region members who have written articles for publication. You have saved me countless hours of writing and at the same time have furthered your journey toward your Model Railroad Author certificate. Keep those articles coming, I and the region need your support!

Paul V. Voelker
SER Editor

UPCOMING EVENTS

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

NATIONAL CONVENTION



**July 13 - 20, 2008
Anaheim, CA**

<http://as2008.org/>

SOUTHEAST REGION

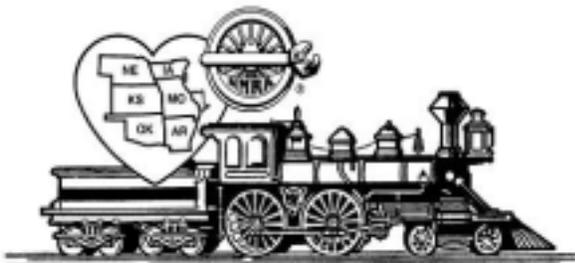


Smokey Mountain Rails

Lake Junaluska, NC
May 22-25, 2008

www.landofskydiv.org/ser2008.htm

OTHER REGIONS



Mid-Continent Regional Convention
BRANSON EXPRESS 2008

Hosted by the Ozark Mountain Area
MAY 15-18, 2008 IN BRANSON, MO
STONE CASTLE (formerly Settle Inn)
3050 Green Mountain Drive 800-677-6906
Group #NMRA-5158 Rate: \$69.98 + tax

DIVISION MEETS

Land O'Sky Division - Regular Meeting

1st Thursday of every month at 7 PM, Community Center at Eliada Home For Children located at the end of Eliada Home Road in the Leicester Community of West Asheville, NC.
Call (828) 694-0339 for program information & directions.

Piedmont Division - Regular Meeting

2nd Tuesday of every month, Elks Lodge,
1775 Montreal Rd., Tucker (Atlanta - East Side)

Smoky Mountain Division - Regular Meeting

1st & 3rd Sunday of every month
Children's Museum of Oak Ridge, Oak Ridge, TN
3 - 5 pm work or operating sessions
5 pm business meeting 1st Sunday

Steel City Division - Regular Meeting

3rd Thursday of every month 7 PM
Oak Mountain Hobbies
2659 Pelham Pkwy
Pelham, AL 35124
Hwy 31 S. 1 Mile from Hwy 119 (exit 246 off I-65)
Call 205-685-8980 for meeting information



THE MODEL TRAIN SHOW
www.TheModelTrainShow.com

March 8 and 9, 2008
Saturday: 10 AM - 5 PM
Sunday: 10 AM - 4 PM

Cobb County Civic Center, Marietta, GA. (770) 528-8455

FEATURING:

Over 200 Vendor Tables

5 Operating Layouts

Junior Layout

Let your kids run the trains!

Model Contest

NMRA sponsored

Layout Raffle

A Complete HO Layout with
a Digitrax Control System

Door Prizes



Admission: \$7 per person
Kids 12 & under are FREE!
Admission Good Both Days

CLIP THIS COUPON AND TURN IN AT SHOW

I-75 Northbound from Atlanta and I-286: 3/8 & 3/9, 2008

- I-75 to Exit 203 West, Marietta Parkway
- Exit sign reads: To Marietta - To Railroad
- Follow the Marietta Exit sign onto the S. Marietta Parkway west
- Follow S. Marietta Parkway west across Highway 41
- To the intersection of Fairground Street
- The Civic Center is on the corner of Fairground & S. Marietta Pkwy

The Civic Center is 2 miles from the I-75 interchange
(Easy way in: Left onto Fairground, Right into Civic Center Parking)

Sponsored by the
Piedmont Division,
SouthEastern Region,
National Model
Railroad Association

Web Site:
www.piedmont-div.org

ONE DOLLAR OFF ONE ADMISSION - ONE COUPON PER PERSON



Sunday, July 13 – Saturday, July 20, 2008

Anaheim Early Convention Registration Form

IDENTIFICATION

Title	First Name	Last Name (please print)	Are You a MMR? HLM?	First Name to appear on Badge	Check if First Time Attendee
Primary Registrant:					[]
NMRA Membership Number: <small>(Required for Primary Registrant. If new, please add Membership Fee below)</small>				Expiration date:	
Other/Spouse:				[]	
Street:					
City, State, Zip, Country:					
E-mail:				Phone:	
Member of SIG? (Check to be shown on badge) LEGO [] RPM [] PRO [] OP SIG [] LD SIG [] N [] S []					

CONVENTION REGISTRATIONS

Quantity @ Price = Subtotal

Chief Club Registration	[Closed]			
El Capitan Registration	[Closed]			
Primary Registrations required for all Primary & SIG registrants (Includes National Train Show for all days)			\$150	
Spouse/Companion (Available only when accompanied by Rail Registration) (Includes Train Show)			\$60	
Total Convention Registration Charges				

PAYMENT

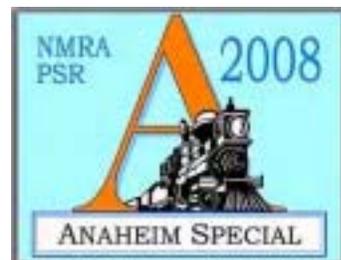
Check or Money Order: payable to "NMRC"		Check or MO#:		Amount:
Credit Card: (Circle one) Visa MasterCard Discover American Express				Amount:
Card #				Expiration Date:
Name on card (print):				Verification # *
Signature				

Visa/MC/Discover: 3 digit # on back in signature block – AMEX – 4 digit # to right of CC # on front)

Spouse or companion registrations associated with a Primary registration may be made at the same time. NMRA membership is required for the primary registrant.

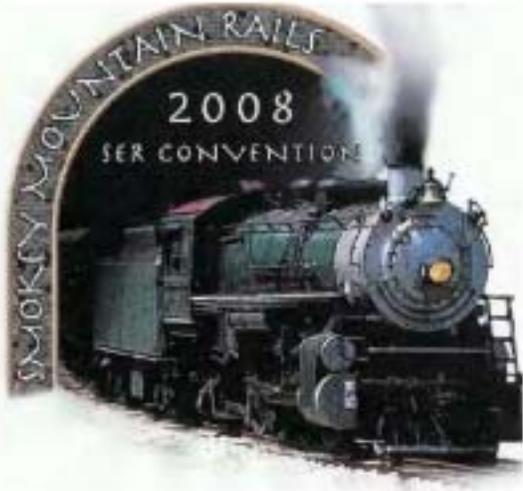
Return your registration with your check, money order or credit card information to:

NMRA Convention Registration
7301 Watson Rd. #178
St. Louis, MO 63119-4405



For further information and updates, check the NMRA Convention web pages at <http://www.nmra.org/2008>.
Contact the Convention Registrar by phone at 314-200-8250 or e-mail at nmraconventionregistration@charter.net.

Confirmations and correspondence will be made by e-mail when available. Please let us know if your address changes!



**NMRA SouthEastern Region
2008 Convention
Smokey Mountain Rails
Lake Junaluska, NC May 22-25, 2008**

REGISTRATION FORM

Name _____ NMRA# _____
 Address _____
 City _____ State _____ Zip _____ - _____
 Phone# (_____) _____ - _____ E-Mail _____
 Confirmation by E-mail only

**NMRA Members Full Fare includes all Convention Activities:
Clinics, Layout tours, Banquet, Train Show and Breakfast**

Registration	Postmarked before Apr 1, 2008	\$45.00 X _____ = _____
	Postmarked after Apr 1, 2008	\$55.00 X _____ = _____
Spouse or other attendee	Postmarked before Apr 1, 2008	\$20.00 X _____ = _____
Kids under 12		FREE X _____ = N/C
Non NMRA Member	(add \$15.00 to registration)	\$15.00 X _____ = _____
OR		
New Membership Rail Pass for 6 Months	(add \$9.95 to registration)	\$9.95 X _____ = _____
Convention Tee Shirts	\$15.00 at convention	\$10.00 X _____ = _____
Specify size: S M L XL		

TOTAL \$ _____

Make registration check to: SER Convention 2008

**Mail registration & check to: Smokey Mountain Rails
c/o Jim Fuqua
2813 Hampton Drive
Hendersonville, NC 28791**

For more information, see <http://www.landofskydiv.org/ser2008.html>



Mid-Continent Regional Convention / BRANSON EXPRESS 2008

Hosted by the Ozark Mountain Area
 MAY 15-18, 2008 IN BRANSON, MO
 STONE CASTLE (formerly Settle Inn)

3050 Green Mountain Dr. 800-677-6906 group # NMRA-5158 rate \$69.98 +tax

Activities planned for this year's meet include:

Door Prizes and Silent Auction - for all registrants.

Display Layout and Layout Tours – In addition to the display layout at the meet, several local modelers will be opening their homes to layout tours Friday afternoon and evening. Layout tour maps will be available at registration.

Excursion train trip – On the Branson Scenic Railway. Information will be available at registration.

Model & Photo Contests – by NMRA judging and Poplar vote.

Clinics – a full slate of clinics covering many aspects of the hobby. For Clinic registration contact Tom McMorran at k_t_mack@yahoo.com or 417-239-2776.

Swap Tables and Railroad Groups – Approximately 75 tables for area dealers, local hobbyists and other railroad groups. For information on tables contact Tom McMorran at k_t_mack@yahoo.com or 417-239-2776.

BRANSON, MO – Live entertainment capitol of the U.S.A., with over 52 show venues. Plus Silver Dollar City, Celebration City, Branson Belle and three lakes for boating and fishing. There is something for every member of the family to do in Branson, so make the trip to the convention be a family vacation.

For information log onto explorebranson.com or call 800-214-3661.

Mid Continent Regional Convention / Branson Express 2008 Registration Form

Advance Registration (until October 31,2007) is: \$55.00 for the convention & banquet

Full Registration (after October) is \$45.00 for the convention and/or \$25.00 for the banquet

Swap tables @ \$20.00, plus \$15.00 Branson City Vendor License fee (March 31,2008)

Name _____ Email _____

Address _____ Phone _____

City _____ State _____ Zip Code _____

Additional Attendees _____

	Number of attendees / tables	x	Cost	=	total
Advance Registration (before 10/31/07)					
Convention Registration					
Banquet					
Swap Tables (maximum of five)					
Branson Vendors License					

Make Checks Payable to: "Branson Express 2008"

Mail to: Tom McMorran, 730 Emerald Pointe Dr #433, Hollister, MO 65672

LOCAL SHOWS & EVENTS

(Date Order by State)

ALABAMA

Atmore, AL October 27

Williams Station Day

Atmore Community Center and YMCA,
501 S. Pensacola Avenue, Atmore, AL 36502
From 9 a.m. to 5 p.m.

Admission is \$1 for the train show & varying prices for other events.

Alabama I-65 exit to Atmore and follow the signs to the YMCA.

If you need any additional information please contact the Atmore Chamber of Commerce at 1-251-368-3305.

Birmingham, AL December 1

Smokey City Rails Model RR Club Model Train Show

First Baptist Church of Zion City,
1104 Gene Reed Road, Birmingham, Southeast, AL 35235

9:00 AM - 4:00 PM

Adults \$5.00, Children 8-12 years old \$1.00;

Children younger than 8 Free

Directions: From I-59, exit 134: going south, turn to the right; going north, turn to the left. At the next traffic light, US11, turn to the right. In about a mile, you will see a traffic light with several buildings on your left, turn left here, this is Gene Reed Road. You will see the church on your right

Smokey City Rails Model Railroad Club, P.O. Box 94606, Birmingham, AL 35220

(Put **SCR** or **Show Info** in the Subject Line) scrmrrc@aol.com

Sonny Burchfield only 1-5 pm CST Please (205) 980-0611

GEORGIA

Norcross, GA November 10 & 11

Great Train Expo North Atlanta Trade Center,
1700 Jeurgens Court, Norcross, GA 30093

10:00 am - 4:00 pm

Admission: \$7 for adults, kids under 12 are free

Info: (630)-383-2017 Staff@greattrainexpo.com

<http://www.greattrainexpo.com>

Savannah, GA January 19 & 20, 2008

Model Railroad, Train Show and Sale

National Guard Armory, 1248 Eisenhower Dr., Savannah, GA 31406

Saturday from 10:00 am to 5:00 pm.

Sunday from 10:00 am to 4:00 pm.

Admission: \$4 general admission, \$3 for seniors and students

Free for military and children under 12 with parents

Info: Ken Huffman (912)-927-4976 railbuffs@sabrelink.com

<http://www.coastalrailbuffs.org>

MISSISSIPPI

Meridian, MS November 3

Meridian Railroad Museum Open House

Front Street, Meridian, South, MS 39301

9:00 am - 4:00 pm

Directions: Interstate 20/59 to Meridian, off at 22nd avenue north, cross tracks turn right on front street, event 2 blocks down on the right

Info: M.S. "Mick" Nussbaum, Museum Director at 601-485-RAIL.

or at meridianrailroadmuseum@yahoo.com

<http://www.meridian-railroad-museum.org>

NORTH CAROLINA

December 7 & 8 Waynesville, NC

WNC Model RR's 18th Annual Model Train Show

Haywood County Fair Grounds, From I-40 take Exit 24,
turn South on Hwy 209 and follow signs.

Friday: Noon - 7, Saturday: 9 - 5. Admission \$5.

For more info: fred_coleman@bellsouth.net

SOUTH CAROLINA

North Charleston, SC November 17 & 18

Ninth Annual Best Friend Model Train Show

5000 Lackawanna Blvd, North Charleston, SC 29405

9 a.m. to 5 p.m. Saturday, 10 a.m. to 4 p.m. Sunday

Admission: \$5 children under 10 free w/adult

Operating exhibits, special display of Lionel Limited Edition 2007 Best Friend of Charleston model train, dealers, vendors, concessions, drawings...tables available from \$20 up

Directions North Charleston off I-26 to E Montague to Mixon Ave

Info: Mary Lehr BestFriendModelTrainShow@yahoo.com 843.768.0691

<http://www.BestFriendofCharleston.org/ModelTrainShow.html>

Columbia, SC Thursday November 29 - Saturday December 1

Layout Open House Arsenal Hill Park Building, 1800 Lincoln St., Columbia, SC 29201

4:00 to 8:00 pm on 11/29; 10 am to 4 pm on 12/1

N, HO, Lionel O, and G gauge layouts in operation on two floors

inside: G gauge outside: N gauge layout under construction.

Info: Bob Roof at 803-799-1708 <http://amroc.org>

TENNESSEE

KNOXVILLE, TN November 24

TCA Train Show

Holiday Inn, 304 N. Cedar Bluff Road, Knoxville, TN 37923

9:00AM -1:00PM

Admission: \$6.00

Info: Don Henderson 865-803-6084

<http://dixiedivisionvolunteersstatechapter> ???

Lebanon, TN December 1 & 2

Southbound Trains' 4th Annual Christmas Train Show

The Mill at Lebanon, 300 North Maple Street, Lebanon, TN 37087

Saturday 9 a.m. to 5 p.m. and Sunday 10 a.m. to 3:30 p.m.

Admission is \$5. Children under 12 are FREE. Parking is FREE.

24 miles east of Nashville International Airport in Nashville, TN

Info: Call 888-844-4403 or email b3tully@bellsouth.net

<http://www.southboundtrains.com>

Nashville, TN December 8

14th Annual Christmas Toy Train Show

sponsored by the Music City Chapter of the Train Collectors Association.

TN State Fairgrounds - Agricultural Building,

Wedgewood Ave, Nashville, TN 37203

9 a.m. to 4 p.m.

Admission: Adults \$6.00. Children 12 and under Free

Featuring; operating train layouts, work shops and demonstrations, hard to find parts, drawing for two complete Lionel Trains sets, door prizes, and free parking.

Info: Jim Tate 615.758-6003

http://www.dixiedivisiontca.com/music_city/music_city.html

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

Mid-South Live Steamers, Columbia, TN.,
Hank Sherwood (615) 665-0512
www.midsouthlivesteamers.org
midsouthlivesteamers@yahoo.com

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>

Dixie Division 3

Dixie Division, Phil Hutchinson, Montgomery, AL, (334) 272-1933

Alabama Model Railroad Association, Opelika, AL

Central Alabama Model RR. Club,
Montgomery/Prattville, AL,
Phil Hutchinson, (334) 272-1933

Southeast Alabama Model Railroad Club, Dothan, AL,
Mike Porterfield (334) 774-0720

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,
Glen Hall (850) 475-1530 gnglen@cox.net

Bay Area Model Railroaders (BARR), Mobile, AL, Dave
Miller (251) 645-2296

Caboose Club, Foley, AL Charles Ebert

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,
Keith Rapley (850) 434-6374

Miracle Strip Model RR Club, Shalimar, FL
Chris Beard (850)-244-0161
www.geocities.com/miraclestriprrclub
rafollacchio@pcola.med.navy.mil

Mobile Society of Model Engineers.
Dave Miller, at (251) 645-2296 for information

Okaloosa N-Scalers, Niceville, FL
Bill Blinn (850) 678-8131

Pensacola Model Railroad Club (PMRC), Pensacola, FL
www.trainweb.org/pmrc/

HO Division - Ron Hartman (850) 494-1783

N Division - John Hudson (850) 479-4315;

Z Division - Glen Hall (850) 475-1530

Southwest Alabama Railroad Modelers (SWARM),
Mobile, AL Herb Kern (251) 660-1659
<http://lots-trains.org/html/swarm.html/>

West Florida Model Railroad Club, Milton, FL
Tom Augustine (850) 944-0471

West Florida Railroad Museum, Milton, FL

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 Morrison (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, NC
Fred Coleman 828-699-0983

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, Columbia, SC
Bob Roof 803-799-1708

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/~wliles/>

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@yahoogroups.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.nglrc.org> OR questions@nglrc.org

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

Northwest Georgia N Track Club -

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 gotrains@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 - George L. Carter Museum
Business meetings held 3rd Tuesday of month at 7pm at
ETSU Campus, Brown Hall Science Bldg. Rm. 312
Dr. Fred Alsop, III (423) 929-3733
fredjalsop3@earthlink.net

Steel City Division 2

Steel City Division, Birmingham, AL,
Jack McCraw (205) 744-0758

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,
Call Tom Cusker for information 205-621-1778