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

The SOUTHERNER

Volume 52, No. 3.5 www.ser-nmra.org Summer 2011

"Letters From Crawford"

My 25 Year Correspondence With John Allen

JOHN J. BLANCHARD 1943-2011

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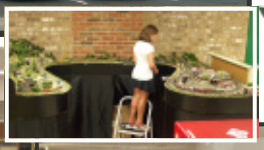

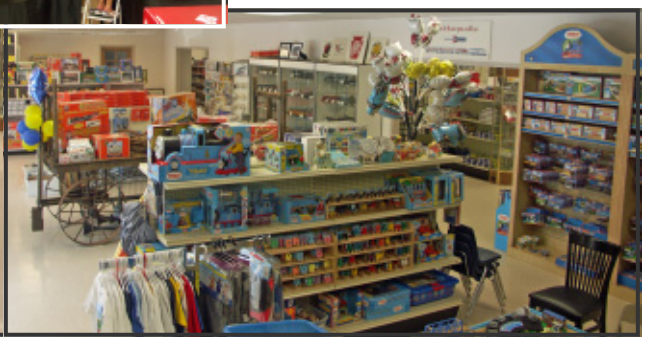

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The SouthErneR

Notice Of Region **Board of Directors** Meeting to be held at the Glenstone Lodge in Gatlinburg, TN on Saturday, October 8, 2011 at 10:00 am EST.

WAYBILL

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ON THE FRONT COVER: **Caboose and Velocipede** Example of track work, particularly the spikes used to secure the rails and the degree of ballasting. Original gloss finish black-and-white 3-1/2"x 4-1/2". Photo by John Allen.
INSET: **John Blanchard** John with his collection of John Allen letters, outside the Cartersville, Georgia, station's mail cart display. Photo by Nancy Windes.

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

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Deadlines For Submission

Fall 2011 (Oct) - Sept. 1, 2011
Winter 2012 (Jan) - Dec. 1, 2011
Spring 2012 (Apr) - Mar. 1, 2012
Summer 2012 (Jul) - June 1, 2012

The SouthErneR is mailed to members of the Southeastern Region & interested parties who have paid the subscription rate of $10.00/year. 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 don't send previously printed materials.

The President's Car

Joe Gelmini

My first year in office has seen a number of issues resolved and several others appear. We have had a number of changes in Region leadership and I've got several more to announce. First off, **Mike Braunstein** has stepped down as Convention Chair and I've appointed **Fred Coleman**, Land Of Sky Division, and current SER VP, to take over that position. While his tenure was short, Mike implemented a number of changes and improvements to how we handle SER conventions. Through his efforts our future conventions will be funded by the SER, thus removing the potential financial liability that may have prevented some of our smaller divisions from bidding on a convention. Mike also helped us clarify our position on SER-sponsored train shows and set up a series of standard spreadsheets to help with convention planning and accounting. In addition, we now have separate treasury accounts for handling SER business versus convention business. Mike also worked tirelessly to bring us a very fun and rewarding convention in Macon May 20-21. Thanks, Mike, for all your energy and efforts!

At the BOD meeting in Macon, your Board appointed **Dean Odiorne**, Smokey Mountain Division, to be Assistant SER Treasurer. Dean brings an impressive background in accounting to this role and will serve as Convention Registrar for future conventions. He will also assist Treasurer Alan Mole and serve as back-up to that position. Thank you, Dean, for stepping up!

Tom Cusker, Steel City Division, has volunteered to take over as SER Membership Chair, replacing Tom Schultz. Tom brings a long resume of service to the SER in numerous capacities and I am delighted to once again work with him in a leadership role. We are currently working on clarification and division of duties between our Registrar and Membership Chair positions.

Our Contest Chair position has been vacant since Tom Schultz retired from that role in 2010. George Gilbert, SER AP Chair, graciously agreed to fill that role through the Macon convention. Recently I appointed **Glen Hall**, Gulf Division, to the role of SER Contest Chair. Glen is a very enthusiastic supporter of the Achievement Program and currently holds six of the seven certificates required for MMR status. I am confident Glen will bring his energy and enthusiasm to make our future contests and model displays a great experience for all.

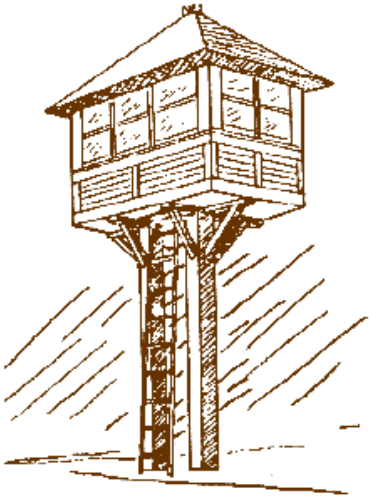
Our 2011 convention was held in Macon, GA, May 20-21. The 135 attendees who gathered at Macon State College were treated to a great weekend of activities for the entire family. In addition to a full slate of clinics throughout the weekend, non-rail activities included a Friday evening make-and-take scrapbooking clinic, and Saturday featured a tour of historic Macon homes aboard a chartered bus with tour guide, followed by lunch and shopping at one of Macon's newest venues. Another Saturday highlight was the tour of Norfolk Southern's Brosnan Yard. NS went out of their way to show our two tour groups the inner workings of a modern hump yard. Many thanks to NS Terminal Superintendent Ray Wallace and his crew for this opportunity!

Speaking of conventions, I've just returned from X2011, the NMRA national held in Sacramento July 3-10. A primary reason many of us from the Piedmont Division attended was to staff our Peachtree Express 2013 promotion booth and begin selling advance registrations. So we missed out on a number of clinics and tours, but managed to meet a ton of nice folks and have a great time anyway. Another nice surprise was learning that two of our own – Bob Beaty and Paul Voelker – were honored during the Saturday banquet event with special NMRA awards for their many years of outstanding service to NMRA. More on Sacramento next issue, and be on the lookout for Paul Voelker's contest pictures when posted to the SER website. As information the upcoming national conventions will be at:

- 2012 – Grand Rapids, MI
- **2013 – Peachtree Express, Atlanta, Georgia**
- 2014 – Cleveland, OH
- 2015 – Portland, OR

The next meeting of the SER Board of Directors will be held in Gatlinburg, TN on October 1, 2011. The meeting will take place at Glenstone Lodge, the convention hotel for the 2012 SER convention in Gatlinburg. The 2012 SER convention is shaping up to be one of our best ever, with a great family location, great clinics and layouts, a train show, and much, much more. Registration is now open. Save the dates June 1-3, and check out our website at www.ser-nmra.org for more information.

Until next time, may all your blocks be clear!



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3 Div.	
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5 Div.	http://www.piedmont-div.org/
6 Div.	http://www.empiredivisionnmra.com/
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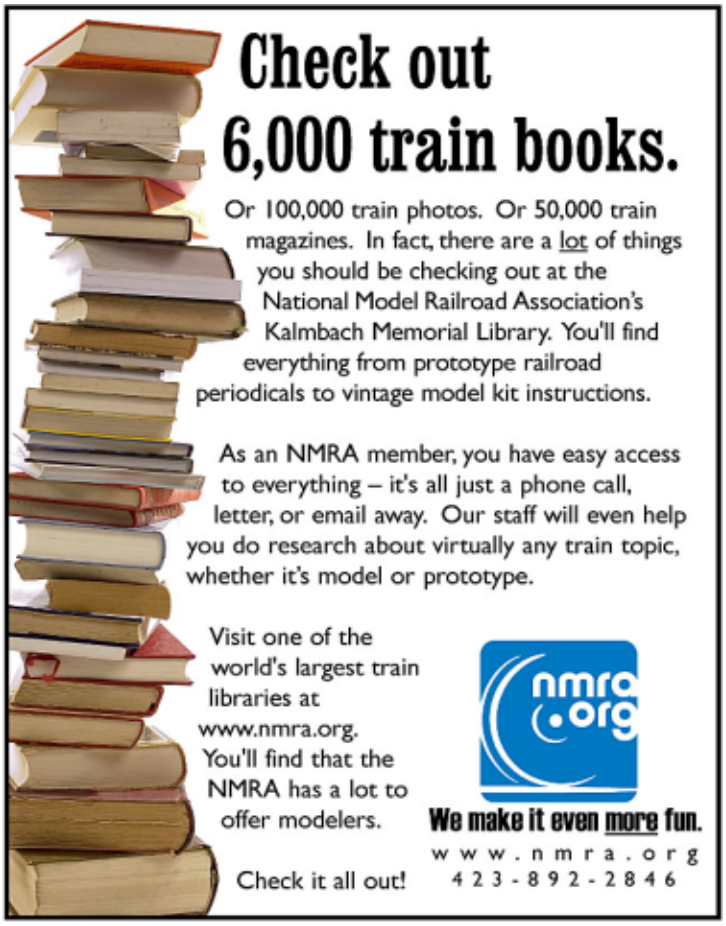

'Thank You!'

A special Thank You to all the SER members who worked so hard to make the convention a reality. This includes, but isn't limited to, all the folks who were active in procuring materials and personnel, the SER Board members who spent many hours assisting in the arrangements, our SER treasurer for taking in the registration process, the great clinicians, the ladies who contributed their time and energy to both working at the convention and helping to make everyone's experience a happy and stress-free weekend, the modelers who took the time to exhibit their craftsmanship, and the Middle Georgia Model Railroad Club for displaying and allowing attendees to operate their N Scale layout. All our people, facilities, venues, guides, and transportation was first class.

As I stated at the banquet, the SER members are the ones who make any convention a success. Everyone deserves a pat on the back for a job well done.

If you didn't attend all I can say is you missed a super convention.

Mikee B.

Education Department

Peter Youngblood, MMR

REGIONAL CONVENTIONS? ABSOLUTELY!

So here I am just a few days removed from the SER Convention in Macon, GA still thinking about the great time I had and why? Allow me to share some of my conclusions with you.

First and foremost is fellowship, that strange yet wonderful friendship that comes from sharing the common hobby of model railroading. New friends are added to old in spite of the brevity of the encounter. It's almost inevitable for we attend clinics together, tour together, eat together and sleep to…, well, not quite,…accommodate together. Of course we talk about our favorite subject. We are, after all, *trainaholics.* But not to the exclusion of discussions of world affairs, politics (ugh!), sports, family news, even a few bad jokes. The social environment is relaxed, cordial and everyone smiles a lot.

Clinics. What a wonderful way to sit back, to listen and watch as presenters show us their favorite way of doing things on their layouts, tell us about railroad history or perhaps of prototype practices. There's always something learned, even if only a tidbit to take home and apply to our modeling efforts. We can even engage our "teachers" outside the classroom with questions we forgot to ask. Best of all, we won't be taking tests! If you've never given a clinic about your pet subject, please consider doing so. A first time, slightly nervous clinician, came up to me after his presentation. All smiles, he said, "That wasn't all that bad. They actually applauded when I was done!" He had fun! Remember, you're in front of friends, not a firing squad. Give it a try. Your audience will be interested and appreciative.

Tours. Once again if it's about our favorite addiction, it's yet another great way to learn the "how's" and "why's" of the real thing. Folks signing up for the Brosnan Yard Tour in Macon came away with a better understanding of how a big yard functions plus all kinds of ideas for their home layouts. Take advantage of tour offerings. The folks I spoke to said they learned a lot and were really impressed by how the prototype works.

Contests. Another great opportunity to have your modeling skills critiqued by your peers and veteran modelers themselves. Contest judges didn't become adjudicators by being born with special skills. Their knowledge comes from not repeating mistakes made over time and, believe me, they've made many! Each model entered is evaluated by teams of judges working from a mandatory NMRA scoring system. Their objective is to award the modeler the highest score possible and to give constructive pointers as to how the model can be improved. Again, here is a tremendous opportunity to learn even if your model is an award winner. Contests need contestants, so take advantage. Make it a point to check out contest models even if you don't enter. It's more about learning than winning.

The well-attended Achievement Program Judging clinic in Macon was given by MMRs Joe Nichols Sr. & Bob Beaty Jr with Peter Youngblood acting as moderator.

Yep, so here I am thinking about why I had such a great time? Well, we both know now, don't we? In the short span of forty-eight hours I was privileged to learn and see a whole bunch of things I otherwise might not in an environment of like interests and camaraderie. When you go to next year's SER Convention in Gatlinburg, TN June 1-3, 2012 (www.sernmra.org), and you should go, you'll see what I mean. When it's over, don't forget to thank your fellow NMRA members, the unsung heroes who spend countless hours putting conventions together for the rest of us to enjoy.

Peter Youngblood, MMR
SER Education Program Chair

Editor's Soapbox

EXTRA 2011 WEST
X2011
2011 NMRA CONVENTION
SACRAMENTO, CA

Well, two more conventions are under my belt having survived both the Macon, GA regional and Sacramento, CA national conventions. Both were very well done and a lot of work, more so in Sacramento because it was a week-long convention and not just a weekend. As usual I took a LOT of photos and you will be seeing some of them in the Print version of the Fall issue where I will have more space available to show them. You will also see some (many) later in this online version of the Summer issue.

***In the contest room**, MMRs Leslie Eaton (left) & NMRA Magazine Editor Stephen Priest (center) are helped by SER Editor & NMRA Photo Chairman Paul Voelker during the photo-shoot of the contest winners. Photo by John Sing, PCR.*

Retirement—how many times have I said I was going to do that! Well, I had thought that it would be 'symmetry' to retire as Photo Chair at the 2013 Peachtree Express convention as my very first national was the 1973 version - Peachtree '73, also held in Atlanta. Forty years. While I didn't attend every convention during that time, I did attend a lot of them, particularly after I joined the national contest staff in 1991.

Then they went and picked Cleveland, OH for the 2014 national and I kind of wanted to go to Cleveland anyway so I decided to stay on until 2014.

THEN they go and pick Portland. Oregon for 2015! Well heck guys, I'd go to Portland anyway for just a vacation as the Columbia River Gorge is only a short distance away. Hey guys, next time could you pick a location ***THAT I DON'T WANT TO GO TO? !!!*** (Sigh…)

Yeah, retirement… and someone once told me that this job might be "**to the grave!**"

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So do the thousands of plans, photos, and slides from our Kalmbach Memorial Library that we're working to digitize so that members can access them from their own computer. The good news is that the scanning is well underway. The better news is that our image library is even larger than we thought!

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Diamond Level – Contribute $7,500 and receive a diamond-and-gold Anniversary pin, a golf shirt and sweater with the Anniversary logo and your embroidered name, a print of the NMRA's 75th Anniversary commemorative painting, and have your name and photo printed in *NMRA Magazine*.

1935 NMRA 2010

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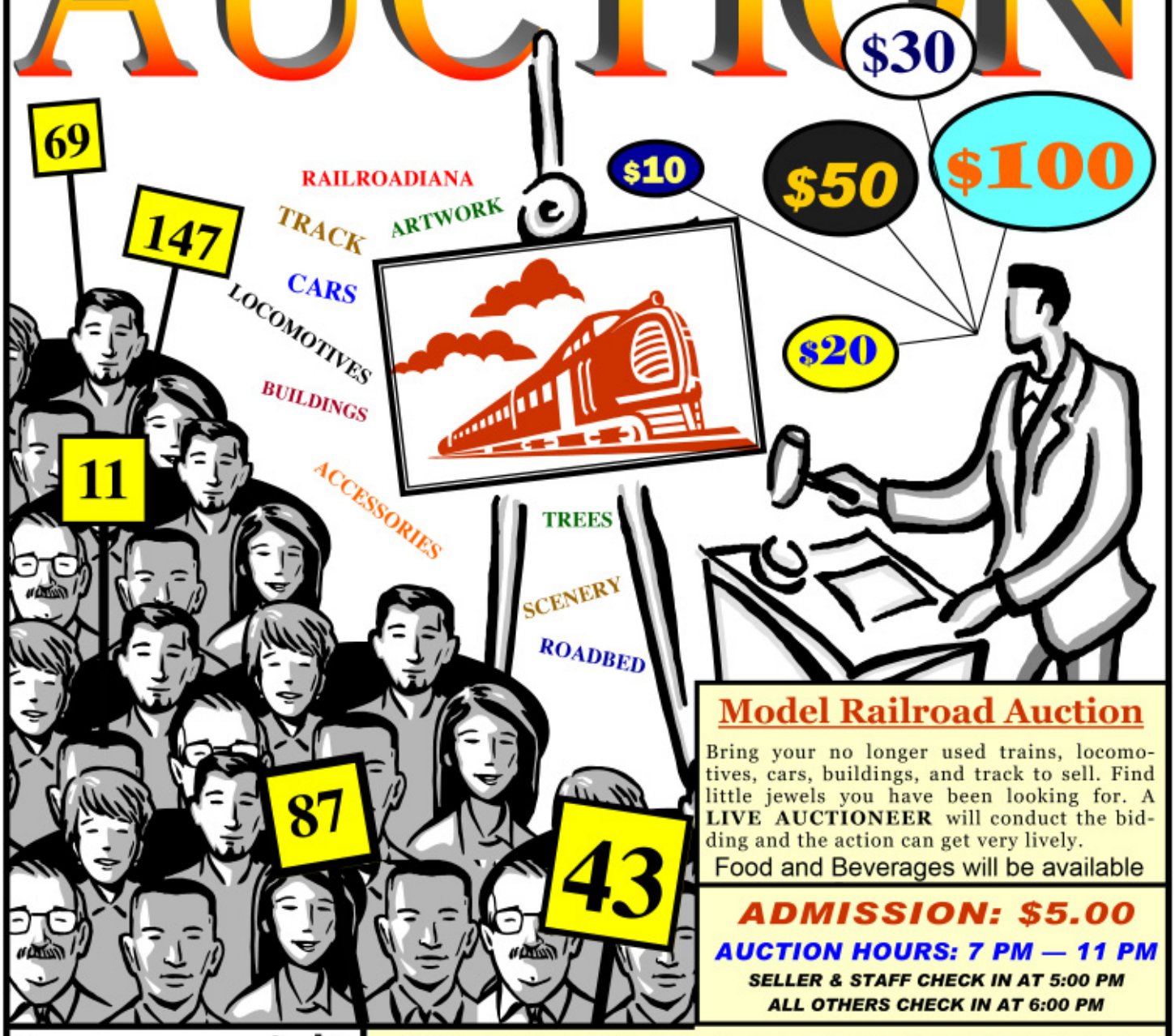
Visit www.nmra.org/diamondclub or call HQ at 423-892-2846 to contribute.

nmra.org

August 25, 2011

AUCTION



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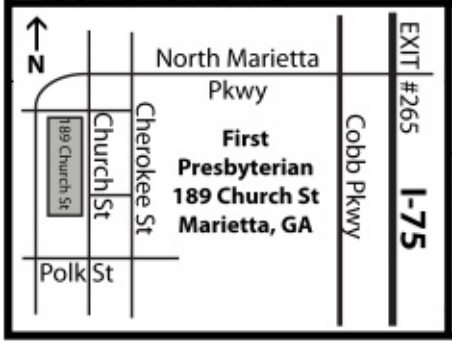

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Of the SouthEastern Region, NMRA

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- Motor Car Display Area on Saturday.
- Visit inside the depot and see the progress being made on our large "HO" gauge model railroad based on the L&N Railroad's Old Line from Atlanta to Etowah, Tennessee and the branch line through Mineral Bluff, Georgia to Murphy, North Carolina!
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http://www.tsmri.org/

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Need some HELP with your model railroad?

Why not give us a call! Get assistance with Wiring, Bench-work, Scenery, Locomotive Repairs, 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
(770) 943-5280
charliebrown@mindspring.com

Locomotive Rule G Violation

6oz. dry red wine
1 part maraschino liqueur
1 part triple sec (1/2oz.)
1 part honey (1/2oz.)
1 egg
Lemon slice
Ground cinnamon

Combine wine, liqueurs, and honey in a saucepan. Stir until honey is dissolved. Turn on burner and warm until hot, stirring often. Do not boil. Stir in a slightly beaten egg. Simmer and stir for about 1 minute. Pour into a heated coffee mug and garnish with cinnamon and lemon slice.

Warning: Always drink responsibly when at an operating session. Don't spill drinks on the track!

NMRA InfoNet - News from National

NMRA Communications Director Gerry Leone has begun distributing monthly reports of news from National to Region Presidents and Division Superintendents. *If you have any questions or comments, please send them directly to a National Board member or Officer. You will find e-mail addresses at* ***www.nmra.org*** *or in* ***Scale Rails****.*

MAY news

The 2011 NMRA election results are in!

• The new NMRA Canada Director will be Don Hillman, replacing Clark Kooning, MMR.
• The new Central District Director will be Peter Magoun, MMR , replacing Bob Beatty, MMR.
• The new Regional Advisory Council Director will be Stephen Priest, MMR , replacing Bob Ferguson.

All new Directors will take office at the Sacramento Board Meeting.

Speaking of the Summer Board meeting ... this year's will be held prior to the Sacramento x2011 Convention and will begin on Friday, July 1, 2011. Current plans put the meeting in the Beavis Room in the Sacramento Grand Sheraton Hotel. Tentative starting time is 9 am. All locations and times are subject to change -- be sure to keep an eye out for updates to this information. Remember, it's the responsibility of Region and Division officials to pass along this information to members.

A couple of Convention reminders:

• A special "Carpet Cutting Ceremony" (the indoor equivalent of a Ground Breaking Ceremony) for the Gallery Exhibit will be held on Thursday evening during the x2011 Convention. All are invited.
• Convention registrations have now passed 1500 attendees while attendance at the Advance Section over the weekend prior to the Convention is over 150 attendees... and the Convention is still 6 weeks away! If you or your members aren't registered yet, you can do it online at www.x2011west.org You can also buy tickets for tours, sign up for operating sessions, and purchase convention cars and shirts online. www.x2011west.org You can also buy tickets for tours, sign up for operating sessions, and purchase convention cars and shirts online.
• Once again, a notice of 2012 elections. The following NMRA Officers and Board of Directors positions are open for election in 2012: President, Vice President-Administration, Vice President-Special Projects, Eastern District Director, Pacific District Director, and At-Large North America Director. Please check the NMRA Executive Handbook located at http://www.nmra.org/national/organization/nmra_organization.html for the extent of the districts affected and qualifications. All candidate names for consideration by the Nominations Committee shall be submitted to Didrik Voss, davoss@pvmtengr.com , no later than June 15, 2011.

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You'll find those addresses at www.nmra.org or in NMRA Magazine .

And if you're changing email addresses, please let me know at this email address: NMRA-infonet@earthlink.net

-Gerry Leone, MMR
NMRA Communications Director

JULY news

In this edition, we have some news from the Sacramento convention earlier this month.

• This year's Sacramento convention attendance topped the 2,000 mark -- the continuation of an upward attendance trend.
• The folks at the NMRA Membership Booth at the National Train Show signed up 243 new members in three days !
• Many of the clinicians at the Sacramento convention have uploaded their handouts or full presentations as PDF files to the x2011 website at www.x2011west.org . Anyone can download them. Just look for the Clinics tab, then Clinic Handouts.
• Based on two big proposals for the 2015 National NMRA Convention, the Board of Directors selected Portland, Ore. as the winner . Details and exact timing of the convention will be announced in the coming months.
• The "Carpet Cutting" at the California State Railroad Museum in Sacramento marked the official start of fundraising for a scale model railroading exhibit in the museum's Gallery area. No NMRA dues or regular revenue streams will be used to fund this project, so its construction will rely entirely on donations. For more details about the Gallery Exhibit, see the article in the May 2011 issue of NMRA Magazine .
• The Board continues to review the timing of all future conventions . While a midsummer date has been traditional because of lower hotel and convention center rates over the July 4 weekend, many NMRA members have voiced the concern that it conflicts with family functions. Constructive suggestions may be directed to the Convention Committee, headed by Pacific Director Peter Jensen.

For a complete summary of the Board of Directors meeting, visit the homepage of our website at www.nmra.org in the next few weeks. The report will also be published in NMRA Magazine in the near future .

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You'll find those addresses at www.nmra.org or in NMRA Magazine .

And if you're changing email addresses, please let me know at this email address: NMRA-infonet@earthlink.net

-Gerry Leone, MMR
NMRA Communications Director

CLINICS ON DVD

- Scratch-Building a Timber Trestle
- Scratch-Building Industrial Structures
- Adding Sound to Model Railroad Scenes
- Light Emitting Diodes & their application in Model Railroads

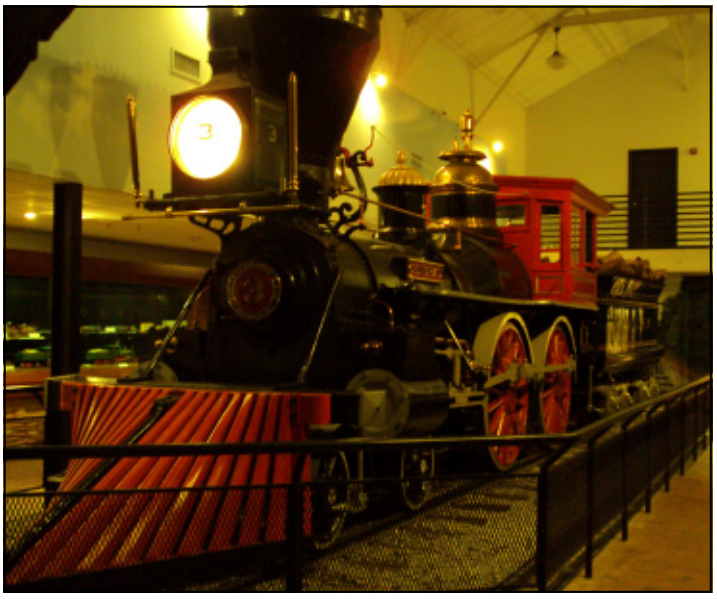
DVDs sell for: $10 each OR any 3 for $25 OR all 4 for $30 PLUS $2 shipping for any quantity ordered!

Make your check payable to: *Southeastern Region*

And mail to: *Alan Mole, 8370 Colonial Place, Duluth, GA 30097-6635*

Railroading Merit Badge Workshop

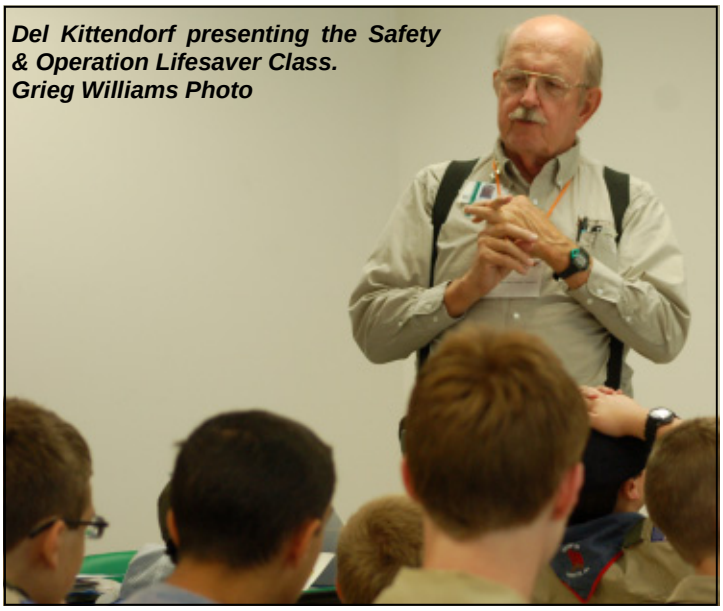
The Southern Museum of Civil War and Locomotive History (a Smithsonian Associate) is located in Historic downtown Kennesaw, Georgia across from the Depot. Bill Ello Photo



Above *The Civil War Locomotive "General" (of "Great Locomotive Chase" fame) is permanently housed in the Southern Museum's indoor exhibit halls.*

Saturday, June 25 2001, was a RED LETTER DAY for the Piedmont Division, the Southern Museum of Civil War and Locomotive History and the Division's Scout Railroading Merit Badge Workshop Staff. With the help of Melinda Senn, our co coordinator at the Southern Museum, we presented our FIRST BSA Railroading Merit Badge Workshop EVER in downtown Kennesaw. We are looking forward to a long and successful relation with the Southern Museum, who is a Smithsonian Associate, and future presentations of Railroading Merit Badge Workshops. With the addition of this additional venue, we now have the potential for presenting FOUR Merit Badge Workshops per year.

Twenty two Boy Scouts from the Cobb County Area Troops participate in and successfully complete the program. All the boys went home with ALL RE-



Del Kittendorf presenting the Safety & Operation Lifesaver Class. Grieg Williams Photo

Above *Louie Gomes obviously enjoying his work on the Scale, Gauge & FRED Station. Grieg Williams Photo*

QUIREMENTS COMPLETED for the Railroading Merit Badge and signed off cards in their hands.

Scout check in for the program began at 8:30am with Merit Badge Card turn in and Patrol assignments. At 9:00 the formal opening began under the able leadership of "Guest" Senior Patrol Leader Ryan Atkinson and program / schedule instructions. While all this was going on, Mike Deaton delivered the Timesaver Modules (also transported them from the Southeastern Railway Museum) and quietly set up five modules for the Scouts' use. Classes continued till noon and a welcomed break for lunch, a high point in any program. The program resumed at about 1:00 pm and ran to about 2:30 pm. Under Ryan's able leadership we conducted graduation presentations. Troop dismissal at 3:00 pm provided the participating scouts an opportunity to explore the museum's varied exhibits. Among these you can find the Civil War Locomotive General (of "Great Chase" fame), the Glover Locomotive Works exhibit and various Southern Railroad displays, just to name a few items. Our staff made a major effort to "leave no trace" and be good neighbors.

The schedule was designed around the facility's strengths and available space. Our program consisted of both Group classes and smaller group roundtable sessions.

The class sessions were as follows:

Railroad Video and Railroading Jobs discussion -- (Bill Ello) completion of requirement 3a.

Safety and Operation Lifesaver – (Del Kittendorf) completions of requirements 4, 5e, 5f, 5g & 6.

Signaling – (Charlie Brown) completion of requirements 7a, 7b, & 7c.

Scale & Gauges and FRED -- (Louie Gomes) completion of requirements 8a-3 & 7d.

The Round Robbins covered:

Amtrak, Schedules & Public / Mass Rail Transportation -- (Rick Coble) completion of requirements 2a & 2b.

Locomotives – (Howard Goodwin) completion of requirement 1d.

Train Types & Car Identification – (Joe Gelmini) Completion of requirements 1a & 1c.

Timesaver Module Activity – (Perry Lamb, Del Kitten-

Above Howard Goodwin presents the finer points of Diesel Locomotive Operations. Grieg Williams Photo

Below Joe Gelmini taking Scouts through Car Identification Skills. Grieg Williams Photo

This caboose exhibit is part of the Southern Museum's Grounds. Bill Ello Photo

The Amtrak Station as conducted by Rick Coble. Peter Youngblood Photo

dorf, Charlie Brown, Stephen Leydon & Grieg Williams) completion of 8a-7.

Howard and I would like to personally thank all participants, the Staffers who provide the support and made the program a success. Thank you to the Southern Museum and Coordinator Melinda Senn for all the attention and aid in making the program possible at this facility. Many thanks to Peter Youngblood for his visit, photography and general support of the program. Special thanks to Mike Deaton, who unfortunately was not able to participate as an instructor for this session, but took responsibility for transportation and set up of the Timesaver Modules.

After the program, an older scout and his father stopped me to compliment the staff on conducting a great workshop. They had participated in many Merit Badge Workshops (including those held at the Lockheed Marietta Facility) and felt our Workshop was the BEST YET. This program was a great success for Scouting participants, the Southern Museum and Piedmont Division Staffers. Again a really large and heartfelt THANK YOU!

Stephen Leydon and Mike Deaton setting up some Timesaver Modules. Peter Youngblood Photo

Perry Lamb and Stephen Leydon brief Scouts on Timesaver "Tricks and Traps". Grieg Williams Photo

Charlie Brown & Scouts in deep Timesaver concentration – even adult leaders find this station challenging. Grieg Williams Photos

Perry Lamb and Louie Gomes Guiding Scouts through the trials and tribulations of the Timesaver station. Grieg Williams Photo

Kennesaw BSA Merit Badge Workshop Staff

Left to Right (w/Mike Deaton missing)

First Row: *Howard Goodwin, Rick Coble, Perry Lamb, Ryan Atkinson (Sr. Patrol Leader), Bill Ello*

Second Row: *Stephen Leydon, Del Kittendorf, Charlie Brown, Grieg Williams, Joe Gelmini Peter Youngblood Photo*

The *GRASSHOPPER*

Static Grass Applicator
Battery powered model- $41.00 postpaid
Battery or AC model-$58.00 postpaid

Check or Money Order to:

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601 N. Elmhurst Rd
Prospect Hts, Il 60070
sooauthor@netzero.net

Achievement Program Awards

Golden Spike

Norman Lunden
Newnan, GA

Steve Austin
Talking Rock, GA

Clinton H. Smoke Jr.
Arden, NC

Ken Austin
Birmingham, AL

Master Builder - Structures

Charlie Crawford
Marietta, GA

Master Builder - Scenery

Bob McIntyre
Johns Creek, GA

Clinton H. Smoke Jr.
Arden, NC

Model RR Engineer - Civil

Carey E. Jenkins
Hoover, AL

Model RR Engineer - Electrical

Charlie Crawford
Marietta, GA

Carey E. Jenkins
Hoover, AL

Association Official

Fred Coleman
Naples, NC

Association Volunteer

Samuel B. Gray
Memphis, TN

Hugh Teaford
Memphis, TN

James Deaton
Alpharetta, GA

MASTER MODEL RAILROADER

Charlie Crawford, MMR
Marietta, GA

Welcome New Members

Updated Listing Showing New Members Since January 2011

Name	City	State	Div.
Daniel Briggs	Florence	AL	01
Kenneth Wade	Russellville	AL	01
Brad C Mooneyham	Bessemer	AL	02
Brandon S Wheatley	Odenville	AL	02
David Whikehart	Hoover	AL	02
Don Bambarger	Hoover	AL	02
Frank Mulvihill	Birmingham	AL	02
Frank Williamson	Helena	AL	02
Gregory Gumina	Moody	AL	02
Howard S Klein	Tuscaloosa	AL	02
John Parker	Morris	AL	02
Hal Robinson	Opp	AL	03
Kevin Trammell	Dothan	AL	03
Charles S Mudford Jr	Panama City	FL	04
J H Lamberson	Santa Rosa Beach	FL	04
John R Potter	Panama City Beach	FL	04
Peter Banks	Lynn Haven	FL	04
Wayne Heath	Panama City	FL	04
Barry Copeland	McDonough	GA	05
Brian Beals	Jasper	GA	05
Brian E Sandberg	Kennesaw	GA	05
Bryan Harris	Atlanta	GA	05
Dan L Michel	Canton	GA	05
David Fass	Norcross	GA	05
Dorene Viglione	Stockbridge	GA	05
Dorothy M Maiuro	Douglasville	GA	05
Franklin "darrin" Goodwin	Cartersville	GA	05
Garry M Conley	Doraville	GA	05
Heather L Gelmini	Hampton	GA	05
Jack Edmonds	Woodstock	GA	05
Jack Marder	Lawrenceville	GA	05
Jackson B Brunson Jr	Atlanta	GA	05
James E Palmer	Roswell	GA	05
Jeanette Knazek	Alpharetta	GA	05
Ken Raymond	Hoschton	GA	05
Kenneth Williams	Woodstock	GA	05
Linda Decker	Dawsonville	GA	05
Michael Davis	Stone Mountain	GA	05
Michael Hahn	Athens	GA	05
Michael J Nole	Stockbridge	GA	05
Mitchell W Wells	Kennesaw	GA	05
Richard E Hansen	Sandy Springs	GA	05
Robert Russell	Canton	GA	05
Robert Wilfert	Kennesaw	GA	05
Roger Willby	Marietta	GA	05
Ron Strickland	McDonough	GA	05
Sherwin Finch	Sugar Hill	GA	05
Thomas Silva	Douglasville	GA	05
Tyler D Gelmini	Hampton	GA	05
Wayne Blair	Cleveland	GA	05
William Amick	Marietta	GA	05
Chris Greene	Allentown	GA	06
Stephen Allie	Columbus	GA	06
Stephen Floyd	Macon	GA	06
Ed Meister	Taylors	SC	07
Joe Davis	Spartanburg	SC	07
Justin Chandley	Greenville	SC	07
Apple Valley MRR Club	Simpsonville	SC	07
Milton Ashley	Spartanburg	SC	07
Pico Riesterer	Inman	SC	07
Stephen Humphrey	Salem	SC	07
Terry Ervin	Taylors	SC	07
Tom Troyer	Greer	SC	07
Wayne H Lalevee	Greer	SC	07
Alan Scully	Summerville	SC	08
Kim Langdale	Walterboro	SC	08
Michael Carnell	Charleston	SC	08
Almari Phinazee	Waynesboro	GA	09
Dennis Chandler	Somerville	TN	10
Family Bonson	Jackson	TN	10
John R Bonson Sr	Jackson	TN	10
Joseph H Oliver Jr	Memphis	TN	10
Logan Wingo	Bartlett	TN	10
Michael Levin	Germantown	TN	10
Thomas Coleman	Ackerman	MS	10
Tom Parker	Memphis	TN	10
William Walters	Clarksdale	MS	10
Brenda Branch	Joelton	TN	11
Dave Reed	McMinnville	TN	11
James Essex	Springfield	TN	11
James Harter	Nashville	TN	11
Joe Nemmer	Dover	TN	11
Josh Keepman	Franklin	TN	11
Sam Edge	Franklin	TN	11
Richard Morrison	Bristol	TN	12
Arthur Landrigan	Crossville	TN	13
Owen Maddux	Signal Mountain	TN	13
Ray Roberts	Biloxi	MS	14
Al Trungale	Brevard	NC	15
Duane Buman	Arden	NC	15
Maurice L Stone	Asheville	NC	15
Patrick Davis	Alexander	NC	15

Membership Report

Steve Prevette - Registrar

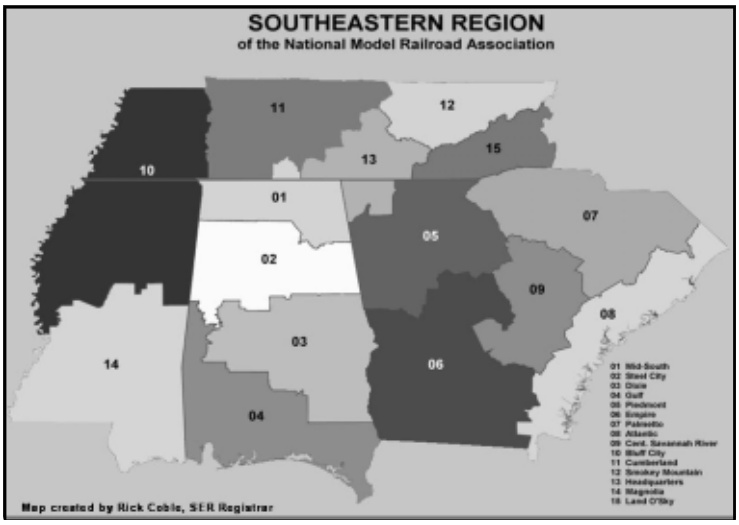
Reminder to members - Please keep your contact information, including email, updated with the NMRA. If you are unsure if your information is current, the Registrar can verify it for you. Send Steve an email at:

prevette@atlanticbb.net

or by phone at 803-392-7684 or send him a note to 356 Ashley Ct, Graniteville SC 29829.

NMRA/SER Membership Report
May 6, 2003

SER Division	NMRA Members	SER Members	SER Life Members	Southerner Subscribers	Southerner Life Subscr.
1	36	5	2	2	1
2	104	39	4	7	1
3	36	12	2	1	0
4	46	14	0	2	0
5	378	191	13	18	4
6	45	10	2	2	0
7	91	32	3	0	0
8	55	11	1	2	0
9	33	18	3	1	1
10	47	8	3	2	1
11	100	30	2	7	0
12	67	17	0	3	1
13	54	16	2	0	0
14	30	14	3	3	1
15	61	19	2	4	0
00				40	13
Total	1203	436	42	94	22
2/16/03		392	48	98	22
10/3/02		379	48	111	22



Editor's Note: Shown at left is the Southeastern Region's membership as it was on May 6, 2003 - a bit over eight (8) years ago. Compare where we were then ("NMRA Members" column) to where we are now as shown in the NMRA Membership Summary chart below.

Note also that in 2003, SER membership dues were "in addition to" NMRA membership dues, however a paid Region membership also included a subscription to the region publication ***The Southerner***.

Then in late 2004, the NMRA essentially abolished separate region (and division) membership dues thus making all NMRA members residing within a region's boundaries, also full region members. The former "region dues paying-members" then effectively became "region newsletter paid subscribers". So basically as seen in the chart at left, the "SER Members" and "SER Life Members" columns were merged into the "Southerner Subscribers" and "Southerner Life Subscribers" columns respectively.

Previously, "Southerner Subscribers" (regular or life) were non-SER members who lived within the region and had paid for a subscription to the newsletter. They were however not dues-paying "region members". The "00" row under Division 15 shows totals for "out of region" subscribers and life subscribers. We still have this category as there are NMRA members living in other regions who pay for a subscription to our newsletter.

On Oct. 3, 2002 total newsletter "subscribers" of all types numbered 560, by May 6, 2003 that number had climbed to 594, and today in June 2011 we have 650 subscribers.

NMRA MEMBERSHIP SUMMARY BY DIVISION - JUNE 2010 TO JUNE 2011

#	Division Name	Jun-10	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jun - Jun
01	Mid-South	33	34	32	31	33	33	33	33	33	33	31	33	33	0
02	Steel City	107	110	107	109	109	107	112	111	108	107	111	113	113	6
03	Dixie	30	30	30	47	48	49	51	51	49	46	47	47	46	16
04	Gulf	39	40	43	43	43	44	47	47	47	45	46	45	46	7
05	Piedmont	378	377	383	385	387	386	388	406	405	406	408	403	399	21
06	Empire	27	26	26	26	27	29	30	31	32	32	32	31	31	4
07	Palmetto	80	83	83	85	84	86	86	91	89	90	93	93	95	15
08	Atlantic	42	40	39	38	38	38	38	41	40	42	42	42	42	0
09	Cent Sav. River	21	21	23	24	23	23	23	26	27	27	26	24	24	3
10	Bluff City	67	65	65	66	67	64	64	67	73	71	70	69	68	1
11	Cumberland	64	64	63	61	60	60	61	63	62	62	61	58	61	(3)
12	Smokey Mountain	54	53	51	50	53	53	54	55	56	55	55	53	53	(1)
13	Headquarters	49	46	48	47	47	49	52	53	53	52	52	51	51	2
14	Magnolia	26	26	26	26	26	26	26	26	26	25	25	26	26	0
15	Land O' Sky	82	84	83	82	82	78	80	84	83	82	79	77	76	(6)
	Total	1099	1099	1102	1120	1127	1125	1145	1185	1183	1175	1178	1165	1164	65

UPCOMING EVENTS

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

Future Region Conventions

2012 Gatlinburg, TN 2013 Atlanta, GA w/NMRA

LOCAL SHOWS & EVENTS

(Date Order by State)

ALABAMA

September 17 & 18, 2011 Dothan

Wiregrass Annual Model Railroad Show & Sale
National Peanut Festival Fairgrounds
Hwy 231 South, 3-Miles South of Ross Clark Circle
Saturday: 9 am to 5 pm, Sunday: 10 am to 4 pm
Adults $5.00, Children under 12 FREE
For further information call: Dan Adams (334) 588-3312 or Danny Lewis (334) 790-6284, or John Ussery (334) 588-2888

GEORGIA

October 15 thru November 26, 2011 Atlanta-area

9th Annual "Piedmont Pilgrimage" Layout Tour
Multiple Layout Open House Tours on each Saturday & Sunday during every weekend from mid-October thru the end of November
http://www.piedmont-div.org/pilgrimage/

Nov 19-23 & 25-27, 2011 Warner Robins

The Middle Georgia Model Railroad Club will be part of "Planes and Trains Exhibit" at the **Museum of Aviation** at Robins Air Force Base, located at Hwy 247 & Russell Parkway
www.museumofaviation.org/planestrains.php
Attractions to include multiple layouts & static train displays among 120 military aircraft.
Vendors Show Nov 19-20.
Admission: FREE Hours: 9 am - 5 pm
//www.mgmrc.org/ Ph: Michael Whitfield 478-550-7523

January 21, 2012 Kennesaw

Second annual "Trains, Trains, Trains" at the Southern Museum of Civil War & Locomotive History
This is a family oriented program that pertains to both model and full scale trains. In honor of the sesquicentennial of the Great Locomotive Chase, we are looking to host model layouts associated with the Great Locomotive Chase and 19th century model trains, in addition to other layouts. We can always use a few more layouts of various gauges, especially those which are interactive or can serve as examples for beginners to the hobby. We are also open to other suggestions. If you are interested in participating or have questions feel free to contact me:
Melinda Senn *msenn@kennesaw-ga.gov*
Volunteer Coordinator/Assistant Educator
The Southern Museum of Civil War & Locomotive History
Phone 770.427.2117, extension 3181 Fax 770.421.8485
www.southernmuseum.org

NORTH CAROLINA

September 7th thru 10th, 2011 Hickory

National Narrow Gauge Convention
"Narrow Gauge Down South"
Hickory Metro Convention Center offers 76,000 square feet under one roof. Trainloads of details on the website!
Website: *www.narrowgauge2011.com*
Registration $110.00 Make check payable to: **31st NNGC**
Mail to: **31st NNGC, PO Box 1205, Hickory, NC 28603**
Email: *info2011nngc@earthlink.net*
The Convention Hotel, the Crowne Plaza of Hickory, is sold out!
Hampton Inn, 1956 13th Avenue Drive SE, Hickory, NC 28602 (828) 624-2000 Group Rate $129 plus tax
Be sure to mention "National Narrow Gauge Convention"

October 27th - 30th, 2011 Cary

Mid Eastern Region Convention (see our ad next page)

www.mer2011.org

DIVISION MEETS

Steel City Division 2 - Regular Meeting
3rd Thursday of every month 7 PM
Call (205) 744-0758 for meeting information

Piedmont Division 5 - Regular Meeting
2nd Tuesday of every month, Elks Lodge,
1775 Montreal Rd., Tucker (Atlanta - East Side)
Website: www.piedmont-div.org

Smoky Mountain Division 12 - Regular Meeting
1st & 3rd Sunday of every month

Land O'Sky Division 15 - Regular Meeting
Quarterly, third Saturday of January, April, July & October. Locations vary. Call (828) 384-8045 for program information and directions.

SOUTH CAROLINA

October 15th & 16th, 2011 Myrtle Beach

Grand Strand Model Railroad Club's
Second Annual Train Show
Lakewood Conference Center, 5873 South Kings Hwy.
Sat. 10am to 5 pm, Sun. 10 am to 4 pm
Adults $5.00; Kids 6-12 $3.00; and under 6 Free
Vendors & Info:
Joe Corsetti 843-297-7162 *Yrusoslo728@aol.com*
Ed Sharrett 843-293-4386 *nscaleed@yahoo.com*
Bill Smith 843-449-2701 *BillS.MBSC@gmail.com*

Come Visit Your NMRA Neighbor to the North…. At Piedmont Crossing 2011

Article Submitted By: R. Stephen Milley MER/NMRA Member #107091

As Summer time approaches here in North Carolina, planning activities for the 2011 MER Convention are heating up. **Piedmont Crossing 2011** will be held October 27 through October 30 in Cary, NC, and we have a broad range of activities in the works for attendees. Cary, NC, is located just to the Southwest of Raleigh, in the heart of North Carolina. We look forward to host our visitors to this convention, and we extend this friendly invitation to our neighbors in the Southeastern Region. Read on for an overview of some of the activities planned and an overview of one of the featured hands-on clinics.

Piedmont Crossing will include many of the activities that you would expect in the annual MER Convention, such as 40+ clinics, prototype rail & industrial tours, home layout tours, layout operating sessions, model contests, dinner banquet with speaker, model displays, 5 "make-&-take" workshops, auction, model train show, and modular layout displays. That's a full slate of activities for all to enjoy. Visit the convention website to see updated information during the year:

http://mer.nmra.org/MERConv/MERConv.html
or **http://www.mer2011.org/**

Home Layout Tours & Operations Call Board

Piedmont Crossing will feature a variety of home and club layouts in all scales: N, HO, O, G, and even a Live Steam outdoor layout. We expect over 25 layouts on the tour list throughout the central North Carolina region. Visitors can see layouts that are still under construction and others that are complete and fully operational. Many feature DCC or computer-controlled operation, and some have been featured in commercial press and magazines. Layout tours will be open for visitation from Thursday evening through Sunday afternoon. See tour details on the convention website.

With a broad selection of operating layouts in the area, we are fortunate to be able to offer an Operations Call Board featuring at least five home layouts. There's at least one session planned for each day of the convention – Thursday evening thru Sunday morning. Keep your eyes on the registration information on the website as the dates, times, and details.

Figure 1: Sample Photos of Home Layouts on Tour (photos by Victor Bitleris)

Prototype Tours

Piedmont Crossing will include several railroad prototype tours in the local region. One of the tours will feature a trip to the local NCDOT Rail Yard in Raleigh. The yard includes service facilities, a freight and passenger car yard, and several locomotives and rolling stock that visitors can see up close. Another tour will include a visit to an active mixed concrete facility; have the chance to see a rail-served industry in action. Additional prototype tours will be added to the website list through the Spring and Summer.

Clinics

As with past MER Conventions, **Piedmont Crossing** will feature a full slate of railroading clinics. These clinics will cover a large variety of topics and will be presented in several different manners including presentations, demonstrations, and hands-on practice. Some of the hands-on clinics will require a small extra fare and some will include the "make-&-take" feature.

The clinics schedule includes four concurrent sessions during the convention, from Thursday evening through Sunday morning. There will be over 60 hours of clinics to choose from, from as short as one hour to as long as an 8-hour hands-on session. The schedule will offer a broad range of topics, including tracts such as scenery, technology, operations, modeling, design & construction, prototype, NMRA activities, and a hands-on make-&-take tract. See all the details on the convention website.

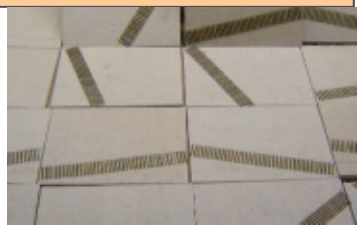


Figure 2: Photos of Diorama Build 8-Hour Clinic Supplies (photos by Gene Sing)

A Featured Hands-On Clinic – Building a Bar Mills Kit & Diorama

Here's an overview of the 8-hour diorama construction clinic. Gene Sing and Stephen Milley will walk participants through the steps of building a small Bar Mills craftsman kit, hand-laying track, creating trees, and putting it all together on a small diorama. This clinic will require an extra fare of $30, but all materials and tools will be provided, and participants will take their creation home with them. Conveniently, the diorama is sized to fit into a small USPS box ! Be sure to register for the convention and into this clinic as quickly as possible, as it will be limited to the first 12 participants.

The first phase of this clinic will include construction of a small Bar Mills trackside craftsman kit. There will be four different kits to choose from: Twin Utility Sheds, Furlow Freight Company, Miracle Chair Company, or Magee's Tire Repair; three of each kit will be available to participants on a first-come, first-serve basis. The hands-on activities will include reviewing and preparing the components of the kit, painting, assembling, weathering, detailing the structure and preparing it for placement to the diorama base. A special thanks goes to Art Fahie, owner of Bar Mills Scale Model Works, for providing kits for this special clinic.

The second phase of the clinic will cover the basics of hand-laying track. Participants will learn about tie spacing, the tools for laying track, the techniques for spacing and spiking the track, and practice the skill by laying a small section of track on their diorama. Participants will ballast the track as well. During the session, participants will observe a demonstration of how to hand-lay a track turnout.

The third phase of the clinic will include adding ground scenery to the diorama and creating trees using the Scenic Express Super Trees product. Participants will learn about assembling and painting trees from the Super Trees materials, adding foliage, and placing them to the diorama to complete the scene.

This clinic should be great fun, and for those who would like some up-close-and-personal guidance on these techniques, come join the fun. We look forward to seeing you at Piedmont Crossing 2011.

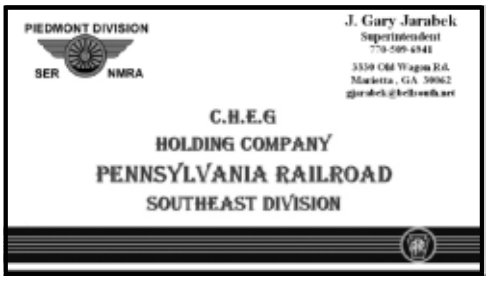
Transportation
Consider a rail-fanning transportation method: Amtrak serves Cary, NC, with several trains.

Hotel
The convention will be held at the Embassy Suites (Raleigh/Durham/Research Triangle) at 201 Harrison Oaks Boulevard, Cary, NC. The hotel rate is $89/night (plus taxes) and includes a full cook-to-order breakfast each morning and an evening "manager's reception".

Registration
NMRA members $45; early registration $40 (by September 15); non-members $55/$50.
There is an extra fare for the dinner banquet and the "make-&-take" workshops.

Complete information and registration information are located on the convention website:

www.mer2011.org



The Southeastern Region of the NMRA is proud to announce the availability of a limited number of Red Caboose 10,000 gal. Tank Cars lettered for GATX in HO scale. **These cars are "Ready to Run" in four different road numbers never before offered by Red Caboose - GATX 28220, 28225, 28231, 28238.** Cars have underbody brake details, magnetic knuckle couplers and metal wheel sets. Built date is 10 / 49. The GATX tank cars were in service all over North America on all major railroads.

Cars cost: $32.00 each, or as a set of four for $110.00

Shipping is by US Postal Service Priority Mail:
$6.00 for one or two cars; $8.00 for three or four cars.

Insurance: $2.25 for one or two cars; $2.75 for three or four cars. Note: Insurance is optional—added to shipping rate, recommended for your protection.

Make checks or money orders payable to: **SER/NMRA**

Send orders to:
SER Car Project c/o Randall Watson
730 Morning Creek Lane
Suwanee, GA 30024

Letters from Crawford, Georgia

My 15-Year Correspondence with John Allen

By John Blanchard & Sam Swanson

As we age, our model railroading memories become as much about our experiences with hobby friends and acquaintances, as they do with models and layouts. And when these memories involve an innovative master of both modeling and photography, that model railroading fellowship becomes even more cherished. This is a story of correspondence between model railroading personality John Allen and me, John Blanchard, when I was a youth from northeast Georgia, who was fascinated by model railroading and the layout John Allen created.

Much has been written about John Allen and his layout, by John himself from the 1940s through the early 1970s, and by Linn Westcott (Model Railroading with John Allen, Kalmbach Publishing Company, 1981) and Jim Findley (Railroad Model Craftsman, every-other-month from December 1980 through October 1981). The material in this article supplements those tributes, again illustrating the generosity and talent of John Allen.

Teenage Letters

"Dear Sir" was the salutation in my first letter to John Allen, which started with a basic inquiry about a good source of nickel-silver rail. I penned the letter, at age 13, in July 1956, and closed with the heartfelt sentence: "I will say that your railroad is the best in the world and always will be."

John wrote his response on my original letter, and mentioned Pacific Fast Mail as a source of nickel-silver Code 70 and Code 100 rail. After a general discussion of car and structure construction, and some books on the subject, John Allen recommended I become an NMRA member. And to advance that advice, John included an NMRA application.

With rail secured, my second letter was a brief note on crosstie size and placement. To correct an oversight with my original letter, I included return postage, a 3-cent Liberty stamp. John responded by sending several of his ties, which he cut himself from soft pine and had stained with Rit Dye. Again on my original letter, John took the time to pen a discussion about ties: "Ties are not standardized on prototype railroads. They vary with size and spacing according to ballast and wood available as well as weight and speed of trains rolling over it. A good average is 8" wide, 6" deep, 8 to 9 ft long. In HO that approximates 3/32" wide, 1/16" deep, and 1-1/8" long."

My third letter, in March 1957, tackled the most striking aspect of the layout evident in magazine photos, its scenery, and whether it was stationary because "…it looks like it isn't, and if it isn't, how do you get it to stay in place?" John penned his short response to my scenery question just below the postscript invitation of "If you are ever by Crawford, please drop by." He confirmed he would, and extended a similar invitation to visit Monterey.

Photo 1—Scenery Under Construction. French Gulch vicinity of the G.D. layout. Original gloss finish black-and-white 3-7/8"x 6-5/8" photo by John Allen.

As I read it now, John's scenery response was amusing: "If you mean by stationary that it is not portable and cannot be moved, then it is stationary. It's built in place on same housing as track roadbed supports. There are a couple of small removable pieces for work access, but all else is stationary." The real prize of the letter was an in-progress photo of the Gorre & Daphetid (G.D.) layout showing the French Gulch section's benchwork and scenery (Photo 1). On the back of the photo, John wrote "This print is reversed. Here is a shot of some scenery under construction. It's attached permanently to supports. John. Dec 56."

A scenery follow-up letter in April 1957 clarified my stationary scenery question, as I was most interested

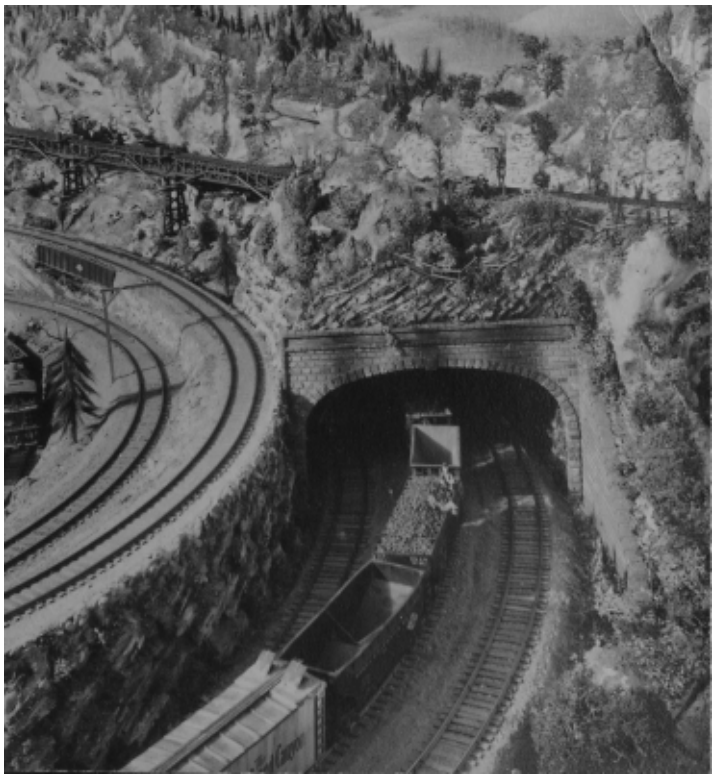


Photo 2—Abandoned G.D. Layout. Corner of the expanded G.D pike, with the original layout on the left, and the three-track tunnel leading to Lost Passing (Tunnelton). Original matte finish black-and-white 3-1/2"x 3-7/8" photo by John Allen.

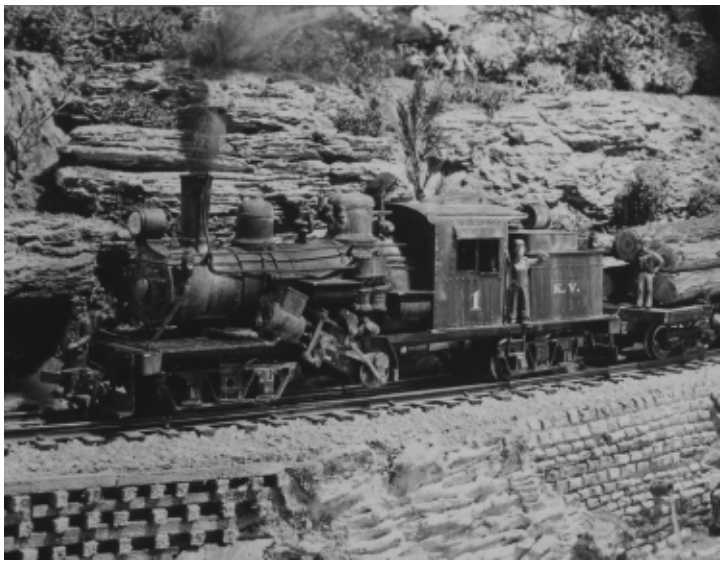


***Photo 3—Climax and Vegetation Example** (1685). Bill Ryan's climax on the final version of the G.D. layout, near a scenically-detailed hillside. Original gloss finish black-and-white 3-1/2"x 4-1/2" photo by John Allen.*

in the ground cover aspect of the layout, or "earth" as I called it. John responded that it simply was "…just texture paint and paper," and also noted his trestles were made from hard balsa or pine. To illustrate some finished scenery, John included another photo, noting it was part of the old pike (Photo 2). On the back of the photo, just under the rubber stamp designating it as an official Gorre & Daphetid Railroad Photo, John wrote "Old G.D. line now abandoned."

Shortly after photos of John's layout were published in the June 1957 issue of Model Railroader, I wrote to John in August expressing my wonderment, concluding with the compliment "You have the touch nobody else has." My questions this time were about plaster and model bushes. John responded that he applied texture paint (obtained for about $4 per 25 pounds) over the scenic forms and molded it with brown paper bags. He noted this scenery technique was covered for Mt. Alexander in the December 1949 issue of Model Railroader.

Lichen moss and "other natural foliage I find in fields and gardens" were the source of John's model bushes. He dyed them to get the proper color, and treated them with a glycerin bath to keep the model foliage pliable. And as with the previous letters, John included a black and white print (Photo 3), which he wrote on the back: "Bill Ryan's climax on my railroad. This shows some vegetation. Smoke is cotton."

In a follow-up letter dated February 1958, John described how he made evergreen trees from a tapered wooden dowel trunk and asparagus fern for the foliage. And although he picked and preserved his own fern material, John mentioned it was "usually handled by florists," as it was used for making corsages.

College Letters

Our correspondence endured a six year gap, spanning my high school years, to the midpoint of college. Then in early 1964, as a junior at the University of Georgia, I wrote to John, inquiring about a variety of modeling topics, praising his latest article features, and inquiring if photos of his layout were available for purchase. Anxious to get John's reply, I enclosed a return envelope complete with an 8-cent air mail stamp.

John replied with a smartly typed note on Union Pacific letterhead in March, 1964 (Photo 4). Up to this point, John's letters were hand-written, usually penned on the stationery I sent as the original letter. After a summary of the most recent G.D. features in the model railroading press, John closed his letter with some perspective advice on priorities in my young life, by stating "Your studies are much more important than model

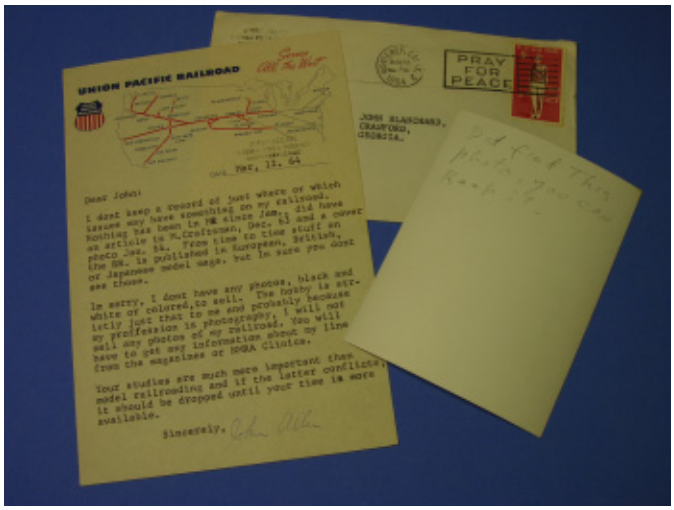


Photo 4—Union Pacific Letterhead. Letter typed by John Allen on March 12, 1964. Note the address stamp just above the date, and the 8-cents cost for an airmail stamp. Photo by Sam Swanson.

railroading and if the latter conflicts, it should be dropped until your time is more available."

The heart of John's letter mentioned that he didn't have any "…photos, black and white or colored to sell. The hobby is strictly just that to me and probably because my profession is photography, I will not sell any photos of my railroad." But he was generously willing to give layout photos away, and John carried on this tradition by enclosing a shot of a nicely scenicked two-tracked portion of his layout (Photo 5). The photo featured a swayback caboose and velocipede, and contained the short note penned on the back of "Did find this photo. You can keep it."

Photo 5—Caboose and Velocipede. Example of track work, particularly the spikes used to secure the rails and the degree of ballasting. Original gloss finish black-and-white 3-1/2"x 4-1/2" photo by John Allen.

By late 1964, I had adopted a new letter format, consisting of a list of questions, framed by short opening and closing statements, and an occasional postscript. There was enough space below each question for John's answer, and the entire sheet looked somewhat like a fill-in-the-blank test. We exchanged five letters in this format over the first half of 1965, covering scenery, track work, and camera topics in detail. Some of the correspondence highlights:

Rail joiners weren't used on G.D. track work, as tinned shim brass, soldered on the bottom of rail joints, were enough to keep rail aligned and carry electrical current. (January 1965)

Hydrocal plaster castings, made in rubber latex molds of real rock surfaces, were used for G.D. rock outcroppings. The plaster was never pre-colored for rock outcroppings. Plaster was only pre-colored when asphalt roads were modeled. (March 1965)

Of the four ballast samples I sent John for examination, he selected one and included a detailed discussion on ballast: "Usually ballast is made from rock in area, thus takes on color of rock of your cuts. However it may be hauled 20 miles or so—so not necessarily to be same. My ballast is not all same—but some is close to your #2." (March 1965)

Water color paint was used on G.D. scenery, and flat oils or enamel paint for backdrops. John included a photo to illustrate the backdrop (Photo 6), which he wrote on the back "Start of backdrop painting showing method of working in mirror so as to make area look larger." (March 1965)

Photo 6—Backdrop Painting and Mirror Example (4086). Backdrop example in the vicinity of Cross Junction, prior to the mirror installation on the wall and the distinctive two story station spanning the low and high lines. See Photo 14 for the completed scene. Original gloss finish black-and-white 3-1/4"x 4-5/8" photo by John Allen.

In a postscript, I mentioned that collecting photographs of the G.D. Line was another hobby of mine, and referenced my latest find: "The color pictures in the Aug. '64 issue of the Japanese MR magazine were wonderful! I'm having to get a Japanese student to translate writing under the pictures." (March 1965)

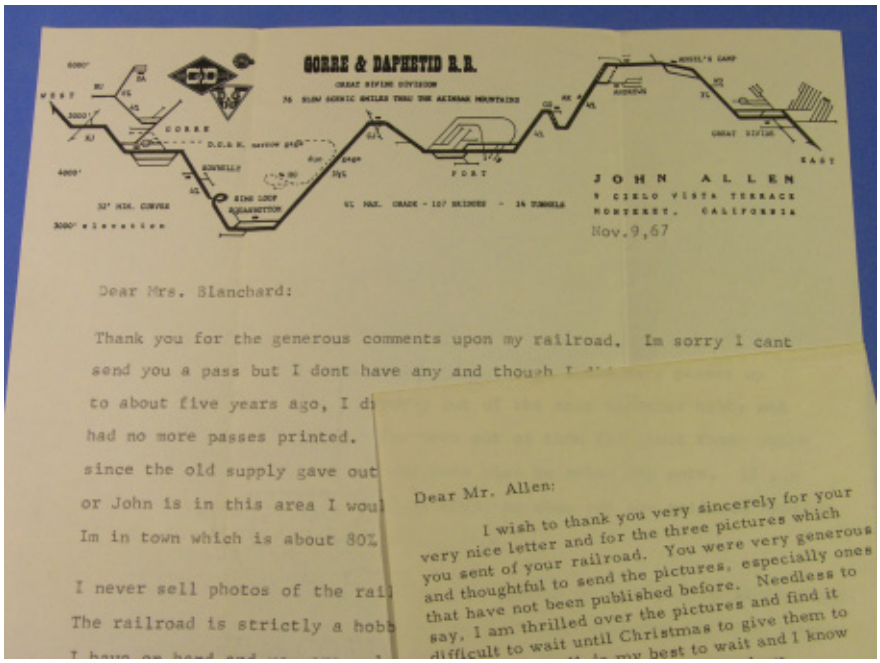
Following John's instructions on ties, rail coloration, and spikes, I laid some track, with the observation "I find that when laying rail which I have stained, the color of the Kemtron HOn3 spikes don't match the rail. These spikes are an unrealistic black. Can you please tell me what to color these spikes with?" John's response was direct: "Mine also are unrealistic black—could be painted if it bothers you." (April 1965)

The wheels on a published stock car photo inspired the question: "Do you actually run cars and engines which have scale wheel flanges (fine scale)? John circled the parenthetical words and replied "There is no such thing as fine scale. It's either in scale or not. What term should be used is fine standards." And he also mentioned the brass stock car wheels were turned-down on a lathe to AAR contours. (April 1965)

Baker couplers were no longer being made, and John's source for them was other modelers that were no longer using them. (April 1965)

John also advised me on not spending an extra $66.65 on a 50mm/1.2 lens, and recommended I buy a 50mm/1.8 Canon camera and lens combination. (May 1965)

I ended up buying the Canon Pellix camera, and it served me well into 1992. Since our 1965 frequent letter exchange, a bit more than two years had passed before I wrote John again, at the beginning of 1968. During that period, I completed my General Business Management degree in May 1966, and settled in Athens, Georgia. But I didn't spend much time there initially, as I joined the Navy the next month, and spent a good deal of time in waters of the Caribbean Sea. During the early part of my military service, the Blanchard correspondence with John Allen continued, just unbeknownst to me.


GORRE & DAPHETID R.R.

JOHN ALLEN
9 CIELO VISTA TERRACE
MONTEREY, CALIFORNIA

Nov.9,67

Dear Mrs. Blanchard:

Thank you for the generous comments upon my railroad. Im sorry I cant send you a pass but I dont have any and though I
to about five years ago, I di
had no more passes printed.
since the old supply gave out
or John is in this area I wou
Im in town which is about 80%

I never sell photos of the rai
The railroad is strictly a hobb

Dear Mr. Allen:

I wish to thank you very sincerely for your very nice letter and for the three pictures which you sent of your railroad. You were very generous and thoughtful to send the pictures, especially ones that have not been published before. Needless to say, I am thrilled over the pictures and find it difficult to wait until Christmas to give them to

Photo 7—G.D. Schematic Letterhead. Letter typed by John Allen on November 9, 1967 to Linda Blanchard. Note the detail, including the D.G. & H. narrow gage line. Photo by Sam Swanson.

Linda's Letters

In my absence, Linda, my wife of four years at the time, had written a letter to John, in the fall of 1967 asking for a G.D. pass and inquiring about buying some photos of the railroad, both of which were intended as Christmas presents for me. John typed his response on a sheet of stationery with the Gorre & Daphetid R.R. schematic letterhead (Photo 7). He explained that he had stopped printing passes about 1962, and the supply had been exhausted in 1964.

Photo 8—Squawbottom Creek. Two-tier logging and freight action on the main line. Original matte finish black-and-white 3-5/8"x 4-5/8" photo by John Allen.

And similar to his explanation in 1964, said that he wouldn't sell any photos of his layout, but that he was including three prints that he happened to have on hand. John mentioned to Linda that "Most of my photos of the railroad eventually seem to be published but these three haven't been sent to anyone at least to date." Penciled on the back of each photo was the location: Squawbottom Creek (Photo 8), Sowbelly Log Lift (Photo 9), and Bridges at French Gulch (Photo 10). And included in the letter was an invitation "…I would be happy to show you the railroad anytime I'm in town which is 80% of the time."

Linda sent a thank you note in mid-November 1967, highlighting John's generosity in extending an invitation as well as providing three G.D. photos. Her enthusiasm for the impending holiday season was

Photo 10—Bridges at French Gulch. Eastbound ore drag passes below a westbound passenger train. Original matte finish black-and-white 3-5/8"x 4-5/8" photo by John Allen.

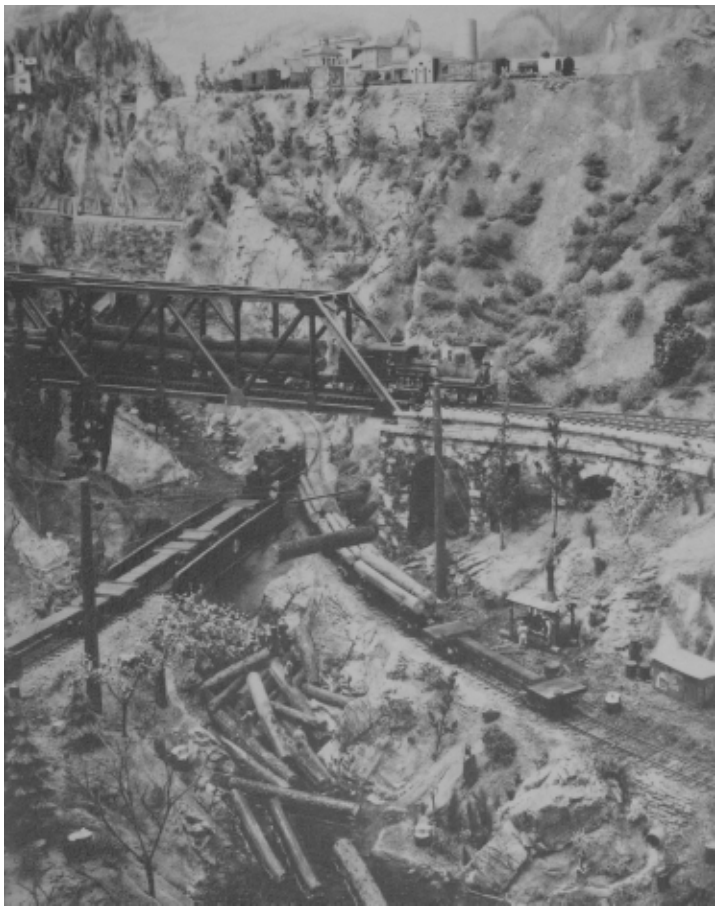


Photo 9—Sowbelly Log Lift. Shay 7 passes over the log jam in the creek below. Original matte finish black-and-white 3-5/8"x 4-5/8" photo by John Allen.

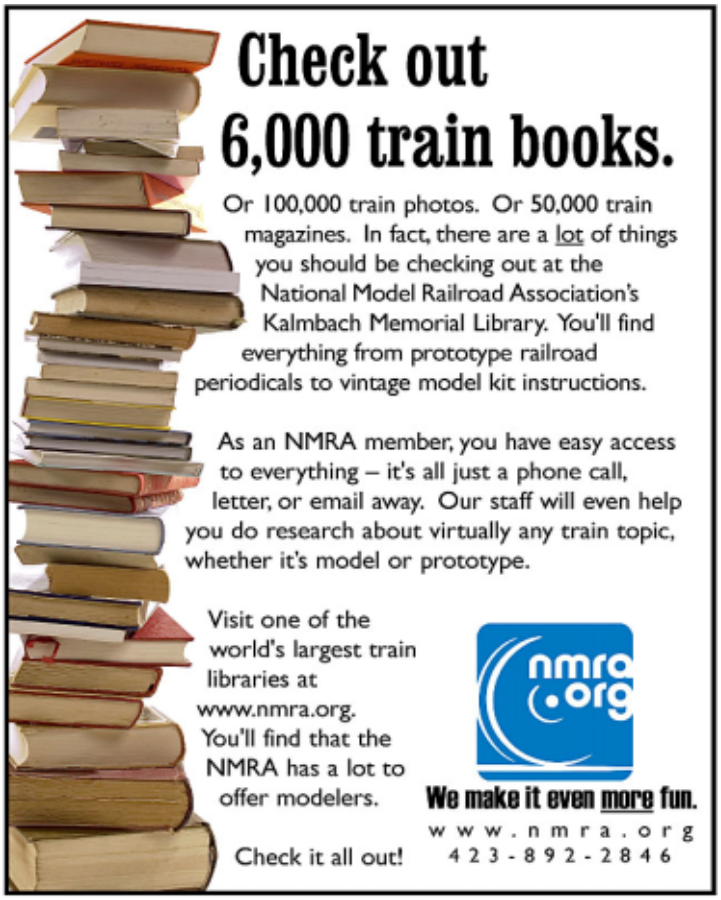


Photo 11—View from Austin. Stock car train with a narrow gauge mixed train below move through Squawbottom Junction on the second G.D. layout. Just to the right of the wye under construction is a removable access hatch. Original gloss finish black-and-white 8"x 10" photo by John Allen.

summed with a single sentence: "Needless to say, I am thrilled over the pictures and find it difficult to wait until Christmas to give them to John—but I shall do my best to wait and I know he will be astounded when he sees them." And I was. John later followed up with another photo to Linda, an 8x10" panoramic shot of John's expansion of the original G.D. pike (Photo 11).

My next letter followed in January 1968, with a thank you, brief mention of recent magazine photos, and as usual, several questions with ample answering space. I mentioned to John that "The pictures were wonderful and were my best Christmas present and by far a complete surprise." He calmly responded that he was "glad you liked the photos", and then explained he didn't track who received what photos, so that if the enclosed photo already had been sent, then "…just throw it away." The shot was the Port area under construction (Photo 12), with the date of "Jan 67" penciled on the back. It was a new photo for my collection (and I would have kept it even if it was a duplicate).

The questions were focused on the development and application of the G.D. herald, and at the end of John's typed reply, he taped some paper logo and lettering dry transfer examples. He started by white-gluing paper photo copies directly on cars, and then moved to dry transfers as the technology developed. The diamond logo was used directly on dark-colored cars, and placed over a black diamond on light-sided cars. Although the word "Railroad" was included in the dry transfers lettering line, John admitted that he usually preferred just using the Gorre & Daphetid" part of the transfer. John closed by thanking me for "…making it so easy to answer; I do get behind on correspondence so often." Which probably was true because John typed the return letter on the back of the two pages of my hand-written letter.

I inquired about John's passes in my next letter, as I was thinking about making some for my Tallulah & Lakkadah R.R. In his response letter (March 1968), John reiterated some cautions about getting into the pass

Photo 12—Port Under Construction. January 1967 progress shot, including truck assembly line and rolling stock collection assembled on the harbor water surface. Original gloss finish black-and-white 2-1/4"x 6-3/8" photo by John Allen.

exchange program, as this aspect of the hobby could easily take time from other model railroading activities. G.D. passes were photo prints from a drawing he made, and each pass required photo printing, trimming to size, numbering, and signing. John mentioned that he had issued over 1,100 passes when his supply expended, and that "…I thought originally about a hundred would be all I'd need and the photo process would be ok; but that part of the hobby snowballed and became a real chore with several letters each day to answer and make out passes."

Besides the treat of receiving another response on G.D. letterhead, John included four white G.D. diamond herald dry transfers, and taped them to the top of the back page. Below the transfers, he mentioned that he had thought he included these with the last letter, and they must have of dropped out of the envelope. And if they weren't, then "…they are just spares, keep them anyway, no need to return." So that's what I did.

California Visit

One of the surprises of my life was through the collaboration of my wife and mother, who gave me a Georgia-to-California trip to visit with John in June 1968. It was my welcome home gift after discharge from the United States Navy. At the time of discharge, my ship was in Guantanamo Bay, Cuba. From there, I traveled to my home port of Mayport, Florida, and then onto Atlanta, before returning to Athens. Each segment of the return-home trip brought increased excitement, in being reunited with my family and the thought of making the trip west.

The day after arriving home, I called John Allen to discuss visiting dates. I was surprised that he suggested the upcoming week, as I was prepared to wait weeks or months. So that Friday afternoon I excitedly made flight arrangements for the Monday trip west, but left the return flight open so there was some flexibility when I left California. Early Monday morning, I departed Atlanta and after a plane change in San Francisco, landed in Monterey. John was there to pick me up, and took me on a tour of the city and Cannery Row.

I came bearing a gift from my mother—a small, round tin container of candy pralines. I made sure John knew it was a gift from Mother, and although he generously offered me several throughout the visit, I declined (as it was obvious how much he enjoyed these home-made treats). By the end of my visit, the container was empty.

After the tour, we had dinner at a nice restaurant, along with an engaging conversation on model railroading. I came with many questions, and John talked at length about his modeling opinions and beliefs. He adamantly stressed the importance of planning, and disdained those who did not. He truly enjoyed the planning process, and I remember him remarking his current G.D. layout was two-and-a-half years in the planning process.

We then traveled to John's home at 9 Cielo Vista Terrace, and I settled into the guest room located on the front corner of the house. When I opened the closet door to store my belongings, I noticed a beautiful model of the G.D. layout. This model of a model illustrated well the floor-to-ceiling verticality of the layout, and its overall large size. After pulling myself away from this fantastic miniature, we headed downstairs to the basement.

I was speechless for a long time, as John walked me around, explaining just about every aspect of the layout and room, from the lighting above to the water drain in the floor. He operated some trains, and didn't miss a beat in delivering his detailed explanations. The G.D. lecture was a fan's delight; covering planning to construction to many developments in between, with seemingly no steps left out. I managed a few simple questions, as we moved to the shop and darkroom portions of the basement. John thoroughly explained the set-up and function of these stops on the tour. And after a few more questions, we retired from this long and exhilarating day.

Tuesday was just as busy, with another visit scheduled in the afternoon and an operating session that evening. Following lunch, a young couple and their five year old son arrived. After introductions and a short conversation upstairs, we relocated downstairs. Before the tour started, John politely but firmly asked the couple to instruct their son not to touch anything. Everybody was well-behaved, and I enjoyed walking in the back-

Photo 13—Great Divide Engine Services Facility (4284). Array of large locomotives, with five of the 30 standard gauge locomotives comprising the G.D. line. Photo by John Blanchard, taken during his 1968 visit.

Photo 14—Two Story Station (4275). The station spans the verticality between Cross Junction on the low line and Corsa on the high side. Note the completed backdrop. Photo by John Blanchard, taken during his 1968 visit.

Photo 15—Eagle's Nest (4265). Slowly advancing eastbound up a steep grade of 3.5-percent, this freight train passes through a natural bridge tunnel and above the Squawbottom siding to the right. Original gloss finish black-and-white 8"x 10" photo by John Allen.

ground, listening to John's interesting explanations and observing his and the G.D. layout's impact on his current visitors.

After their departure, John asked me if I'd like to photograph his layout. We talked about this previously, and I was honored that John would allow me to use my Canon Pellix SLR, as I understood that he would limit the folks he allowed to photograph the layout, as a way to minimize the "bad" photos of his models. John lent me his tripod and the proper lens filter for my camera and film. I took a complete roll of slide film (Photos 13 and 14), eagerly moving around the layout, realizing what a privilege it was to photograph the "most famous model railroad in the world." John was even gracious enough to pose behind Daphetid, so I'd have a photo of the builder and his masterpiece.

As bad luck would have it, I'd later learn that my camera had advance problems during the photo shoot, and this photo of John Allen, along with several others, were partially overlapped from a previous shot. I had never had a malfunction with this camera and was extremely unhappy with the misfortune, with it being the only disappointment of the trip. (After my visit, John gave me four 8x10" photographs, three of which featured G.D. layout vistas (Photos 15, 16, 17). The fourth shot (Photo 18) featured one of John's famous rolling stock models, a 2-deck stock car.)

After the photo shoot and a light snack, the Tuesday night operating crew arrived. Introductions were brief and it was relatively quiet at the start of the session. I intently watched and said nothing. During the session, John did most of the talking, and it was very clear that these operators were experience and well-versed in all the G.D. procedures and rules. The train movement activity was fascinating, as this was the first time I had witnessed realistic operations. It was a pleasure to walk around the layout and observe each operator in his position and near the end, contribute to the evening's success in one small way.

As a train was about to cross the Squaw Creek high bridge, I was positioned next to the bridge to watch

John Allen Book - Republished

Benchmark Publications has just released for sale a new, updated edition of the old Kalmbach book "Model Railroading with John Allen". It is hard cover and available from most hobby shops and book retailers. Unfortunately, a printing error resulted in the same text being printed on both pages 145 and 147. An errata sheet is included with the correction. This edition is printed on better paper than Kalmbach used and includes every picture previously used. An index of articles written by John Allen is now included as well.

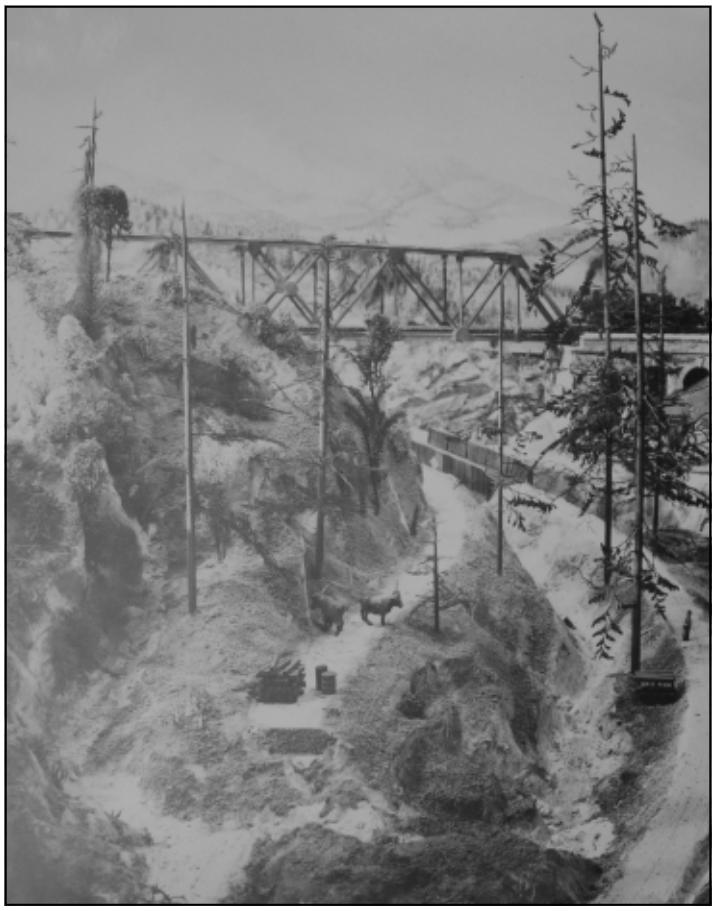


Photo 16—Roadbed and Streambed Construction (4256). Road, ditch, and narrow gauge roadbed defined in the Sowbelly area, with basic groundwork scenery installed first. Workers were probably scared off by the steers. Original gloss finish black-and-white 8"x 10" photo by John Allen.

Photo 17—Devil's Gulch (4250). View of the immense vertical and horizontal expanse of the gulch, with a lonely passenger train passing by Robinson Cliff, which sports an unusual scenic feature of a burned forest. Original gloss finish black-and-white 8"x 10" photo by John Allen.

the dramatic crossing, and noticed a freight car partially derailed. Immediately, I mentioned the condition to John. He quickly directed the operator to stop the train, walked over and corrected the problem. John gave the go-ahead, and the train successfully made its way to Cold Shoulder. The remainder of the operating session concluded flawlessly.

Once the G.D. session was completed, we moved upstairs and proceeded to operate John's Timesaver game, a timed switching puzzle. I was encouraged to participate and did for a while, but bowed out when I felt it was taking me too much time to complete the car moves. The contrast between operating the G.D. layout and the Timesaver was stark, as the layout operation seemed formal, almost business-like. But during Timesaver activities, the observers standing above the current operator were kidding and heckling the fellow. The game ended jovially, and after the crew departed and a short conversation between John and me, another fun day of model railroading concluded.

Wednesday was departure day, and John drove me to the train depot, as he suggested it would be a fitting way to cap this trip west (rather than flying home). It was a great idea, and I don't know why I hadn't thought of taking the train. I boarded for San Francisco and once there, visited with a family friend my parents had asked me to call. They talked me into spending the night with them in Piedmont (a small community near Oakland), and I departed on the California Zephyr the next morning. We boarded the train in the middle of the street, which was as new to me as western scenery. I was soon overwhelmed by the beauty of the Feather River Canyon, Sierra Mountains, Utah flatlands, and the Colorado Rockies (complete with Moffett Tunnel experience).

The Zephyr was loaded with comforts and conveniences, with the main attraction being the Vista Dome lounge and observation cars, both of which bustled with activity throughout the day. The dining car sat forty-six, and each meal was delicious. A pleasant surprise that made a lasting impact was the hostess program aboard the train, with uniformed women called the Zephyrettes. They helped passengers board, particularly with small children, and were professional and nice in providing comfort and assistance during the trip. The train ride concluded Saturday afternoon in Chicago, where I boarded a plane to Atlanta.

My loving wife Linda met me at the airport, and I told her all the details of the trip. She seemed as excited about my trip as I was. We visited my parents the

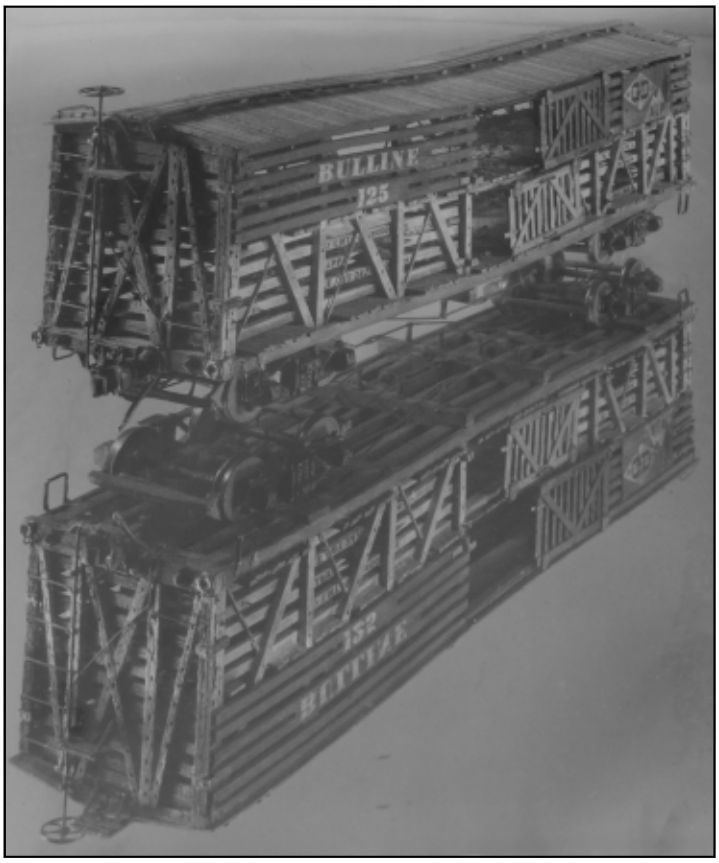


Photo 18—Two-Deck Stock Car (4238). Posed on a mirror to show off its truss rod and brake component detail, this standard gauge car built for sheep transport has a gentle swayback indicative of a favorite G.D. detail. It's the prototype of the Commemorative Car #2 offered by the NMRA's Howell Day Museum. Original gloss finish black-and-white 8"x 10" photo by John Allen.

next day in Crawford, Georgia, and I similarly recounted the details of my visit with John Allen and the return trip home. They too shared in my exuberance, and could sense how touched I was by both their efforts and John's in making this trip such a special and memorable experience.

Last Letters

Not long after the Monterey visit was a fond memory and my slides and prints of the G.D. layout were developed, I sent several color photographs to John in my thank you letter of July 1968. In addition to my acknowledgement of a wonderful time and enjoyable return train trip, I had several questions on his Timesaver pike and locomotive lighting circuits. The letter was misplaced for several months, and it was nearly a year later that John sent his reply. "My gosh…" followed the salutation, in which John explained he had found my letter in some "unanswered mail," as he called it. He thanked me for color photos and expressed his sorrow about my camera troubles.

John started and ended the letter with an apology, and filled the body of the letter with interesting discussion and sketches. He also included a listing of the issues in which the G.D. layout was featured in the Japanese model railroading press. Two sketches of the Timesaver were included in the letter, with one being penciled on the back of a blank Bank of Amer-

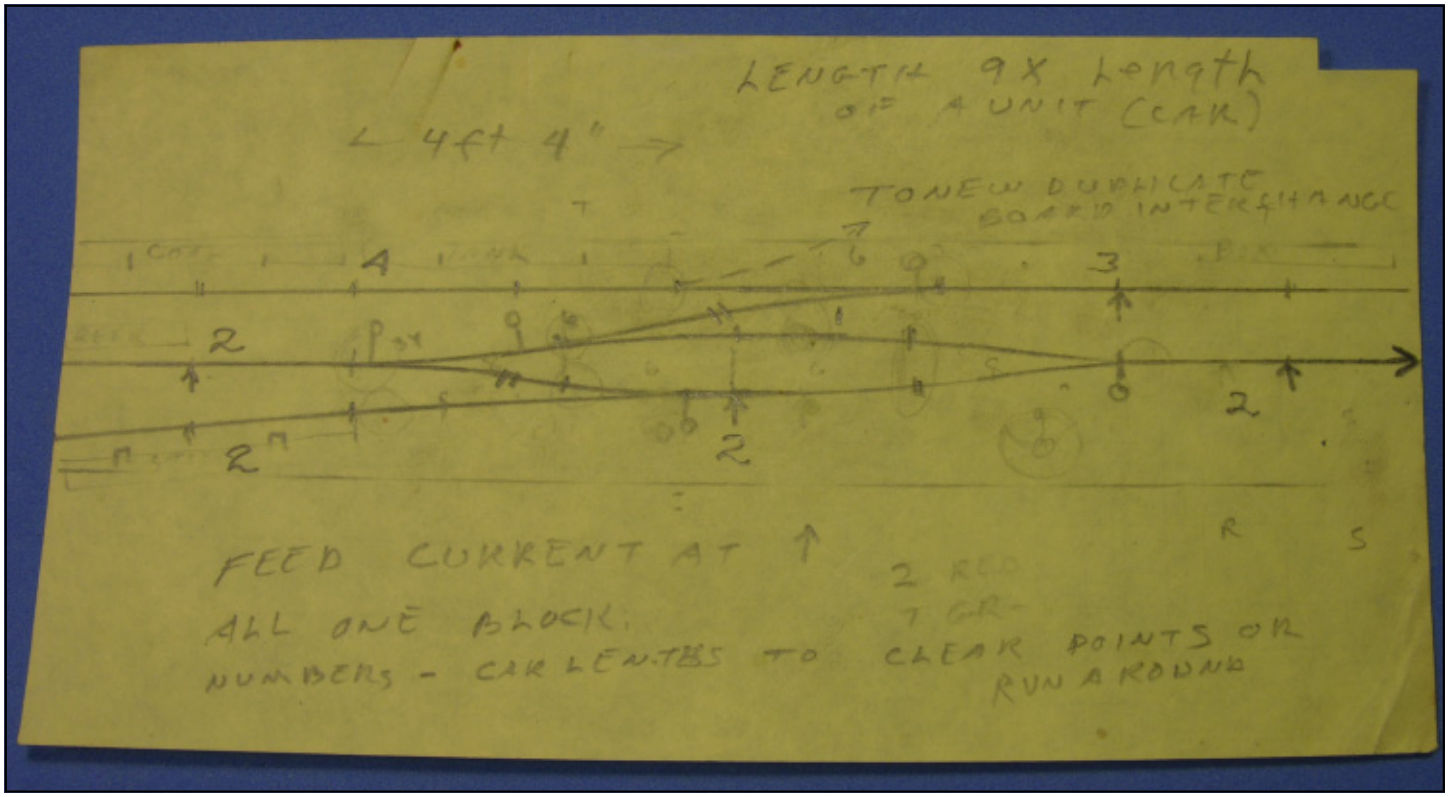


Photo 19—Timesaver Sketch (4230). The hand-sketched plan for the original Timesaver and the note indicating the dual-Timesaver arrangement. Photo by Sam Swanson.

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ica savings deposit slip, and illustrating the number of cars each segment of the pike could accept (Photo 19). John explained that he made two Timesavers with an interchange between the boards so that "two could play it in cooperation." The idea was that the two players would work in concert to switch their cars, and their real competition was against the clock.

The condensed and paraphrased explanation of the two-board Timesaver arrangement in John's letter covered the basics of the interaction: The way it's played is two cars come from one side through the single car interchange to the other; and two from the other back, the rest stay put. Tabs on the cars are similar except those going one way are blue, the others red. No tab—they stay. Usually we use five cars on each side. There are none supposedly from the mainline with the loco to start, merely two from each yard pulled out and interchanged, but to make it varied, all cars must be of a different type. Between the two sides, there are with the cars, five types altogether. The players pick what they think are easiest. The time is completed when both are through.

On the second page of the letter (the eighteenth of our correspondence), John sketched the diode lighting arrangement he used for both steam and diesel locomotives. On my follow-up letter of July 1969, John sketched the lighting arrangement he used to produce the reddish glow of the firebox, which was a red light wired in parallel with the headlight bulb. He also supplied me with information and addresses for suppliers of the dry transfers, brick paper, and rail he used (in our common fill-in-the-blank format).

My last letter to John Allen, dated November 22, 1971, was written on a pair of monogrammed 4x6" note cards. After mentioning the latest model railroading press featuring the G.D. line, I conveyed my enthusiasm with a pair of compliments: "The railroad is still (as it always will be) fantastic. The more you build the more overwhelming the railroad becomes." My second paragraph updated John on family matters, as I undertook the difficult task of informing him about the automobile collision that killed my mother and partially blinded my father (and consequently, thrust me into leading our family business). And little did I know that John's response would be his last, as he would pass away on January 6, 1973.

On his last response, John annotated my text and questions, supplying me with information on backdrop paint ("…guess any flat paint or enamel good"), scenery coloring ("…just inexpensive powdered pigment sold to be in plaster or concrete"), and fishplates and bolts at rail joints ("Very few used—most are foil backed with paper (out of film enclosures) glued in place. Rivet wheel impressions—spikes can be square as well as round."). I enclosed a return envelope with an 11-cents airmail stamp, and closed the letter with complimentary thoughts of making a return trip to the G.D. line and enjoying the upcoming January 1972 RMC article on the 25th anniversary of John's layout.

Decades have passed since our correspondence ended. But my enthusiasm and appreciation for the artistry of the Gorre & Daphetid model railroad, and the hospitality and information that John Allen graciously provided, persists today in the same positive spirit as the thrill of a 13-year-old receiving a response letter from John and years later, as the awed adult that stepped into his Monterey basement. The thrill is accentuated because of the support of my loving wife Linda and my parents, all three of which are now deceased. They collectively encouraged my NMRA and model railroading activities, and shared in my joy and enthusiasm and good will our hobby routinely fosters. So it's in that spirit that an "armchair modeler" like myself, a life member of the NMRA, will continue to support the NMRA and its members for the rest of my life.

Sam Swanson *(left) receiving the Gold Award—Best of Show from National Contest Chairman Bob Hamm, MMR at the 2010 Milwaukee National Convention. Photo by Paul Voelker*

*Photo 20—**John Blanchard** (0047). John with his collection of John Allen letters, outside the Cartersville, Georgia, station's mail cart display. Photo by Nancy Windes.*

About the Authors

John Blanchard (Photo 20) is a life-long resident of Georgia, and currently lives in Athens, where he owns and operates a personnel services company. He's been active in the Southeastern Region (SER) for nearly 35 years, as well as the Piedmont Division, which meets monthly in suburban Atlanta. Besides frequently discussing modeling techniques and college football, John has collaborated on several model railroading projects with Sam Swanson, who was an SER member for eight years during the 1990s. Sam currently resides in Cincinnati and for the past 8 years, has participated in Mid-Central Region activities (along with SER conventions, when they're close to MCR territory). Since the mid-1990s, Sam has gently lobbied John to initiate this John Allen letters project, and both are appreciative of the model railroading camaraderie this article cultivated over the past three years.

Additional on-going projects both authors have jointly worked on for almost a decade, under the benevolent leadership of executor Lenny Polinisky, were the liquidation of Mike Callahan model railroading estate and restoration of his prizewinning models. Mike was an MMR from Atlanta and one of SER's finest model builders. The $5,000 in proceeds generated from the sale of Mike's modeling materials, as well as several of his restored models, have been donated to the NMRA's Howell Day Museum collection.

Photo of John (with Lenny in the background) courtesy of Scott Perry

Editor's Note: *This article appeared as a two-part story in the Spring 2011 and Summer 2011 editions of the Print version of* ***The SouthErneR****. I met with John at the monthly Piedmont Division meeting shortly after the first part of his story was published. John was ecstatic that his story was finally seeing the light of day! Then a week to the day later, and in an ironic twist of fate, John Blanchard was killed in a fall from a tree he was trimming for his sister. The SER morns the passing of yet another of our many talented & well-respected members. R.I.P. John… PVV*

John J. Blanchard 1943-2011

Charlie Mason shot this photo on 04/04/2005 at Oglethorpe, GA on NS's ex-C of GA line from Macon to Americus. So what is that mysterious "Locomotive" in the middle of this short train?
(See Answer on Page 58)

NEW MODULE CLUB FORMING

Jude Foxall says that there is a group of modelers in the **Chattanooga-area** that are starting an On30 modular group. Jude informed me that they will be making HO modules as well. The modules will be built to NMRA standards and 2' x 4' size to begin. Several modules are already in progress.

They are looking for members that can build modules for both display at public forums as well as occasionally gathering for operating sessions. If you are interested, please contact Jude at:

jfoxall@comcast.com

Give him your name, email address and/or a phone number to be contacted at.

All NMRA members are invited as well as non NMRA members to join.

Memorial Day Rail Fanning the Bluff City Way

Story & Photos: Jerry R. (Mitch) Michnewicz

What a grand way to spend the late afternoon on Memorial Day watching trains with a lot of friends at Kentucky Street in Memphis, TN. Bluff City rail fans and model railroaders gathered for the 1st annual Bluff City Memorial Day event. About twenty-five fans came out, many bringing lawn chairs, folding tables and Kentucky Fried Chicken to the Kentucky Street picnic and some came with chilled wine and chocolate chip cookies. This was not just a guy thing as most train watching is but a family thing with wives and friends adding to the fun and food.

Kentucky Street has been "the" train watching spot for many many years. Old timers reminisced out loud as we all talked between trains about the good old days pointing out spots that no longer exist. New buildings replaced our favorite sights, signals have taken on a new look and the operators shack that protected the busy street crossing is gone. Thank goodness we still have memories.

Kentucky Street is a great place to watch trains. This is where west bound train traffic from more then two hundred miles north and south of Memphis gather to cross the Mighty Mississippi River. We watched eight trains

in ninety minutes pass by at slow speed. Unit coal trains, an auto rack and two intermodal trains plus a couple of mixed freights with a lot of interesting graffiti passed slowly as the trains made the climb to the bridges. Two mainline rails feed the Harahan Bridge and one rail feeds the Frisco (Memphis/Arkansas) Bridge. The Kentucky Street spot is about 1 mile east of the river so, as trains approach from the east they sometime have to wait their turn or sometime wait for a north or south bound Canadian National move. The CN diamond crosses between the new signal bridges and within camera distance.

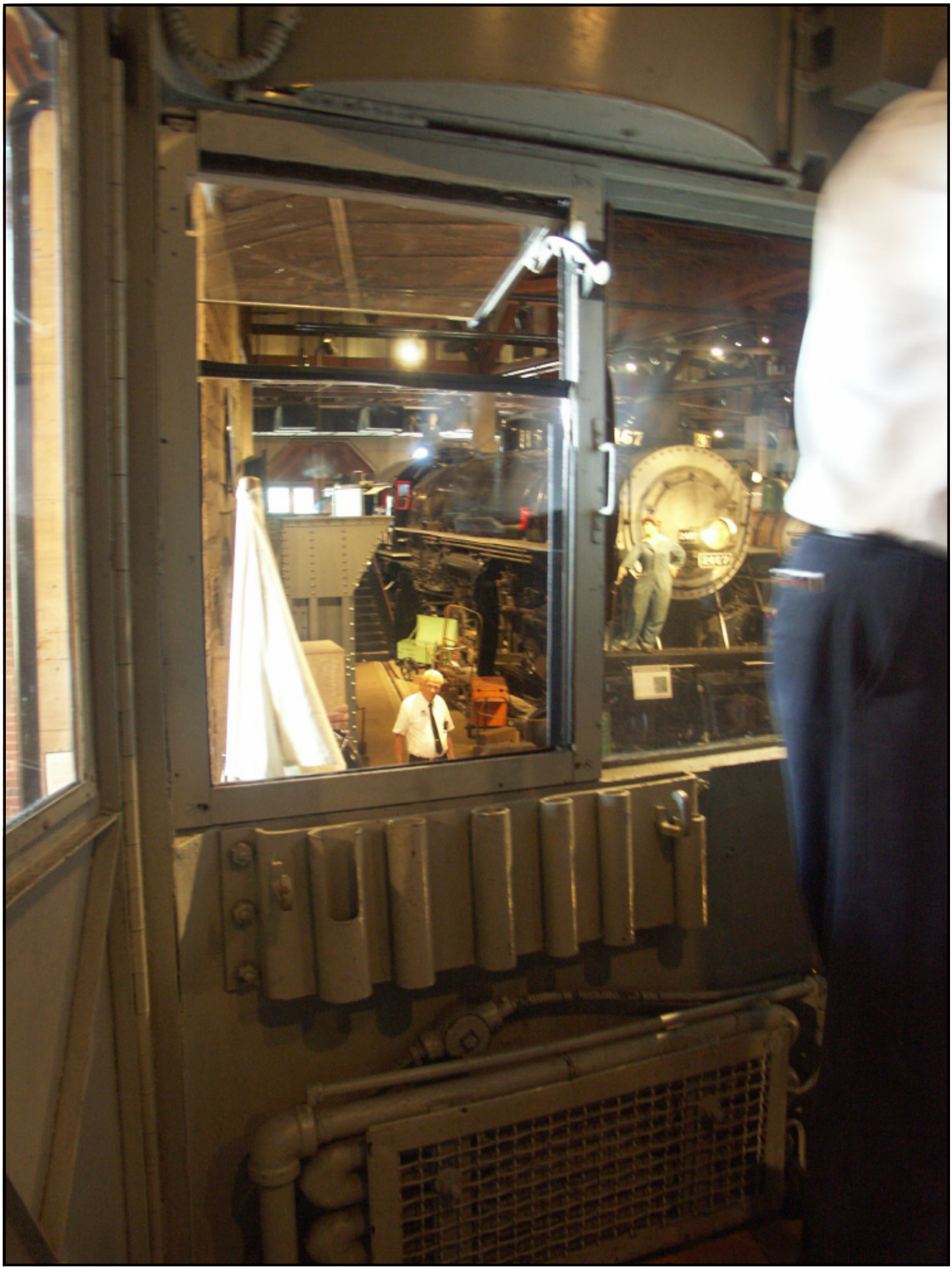
Security and safety are very big issues for the railroads that use the bridges so, Jim Ammons, an avid rail fan and member of the National Railroad Historical Society, called and coordinated our Memorial Day event to insure no conflicts. The Bluff City Division maintains a good working relationship with the railroad police by making them a part of club activities. The above picture denotes security but was not a part of Jim Ammons effort. The armored personnel carriers were part of a train headed west over the river.

A frequent and most welcomed visitor to Memphis and the Bluff City Division of the NMRA is Steve Forest. Steve is a train dispatcher for the Norfolk Southern Railroad. He is a collec-

tor of railroad “stuff” and a railroad photographer. Steve is an annual speaker at the Bluff City Division’s January meeting. Pictured above from left to right are Kenneth Young (with camera), Mike Fleming (looking), Steve Forest (explaining) and Frank Green (evaluating). Mike is accepting on behalf of the Central Station Museum project, UP and SP engine head lamps that will eventually be displayed in the Memphis Railroad and Trolley Museum. Steve has donated many railroad items from his collection to the MRTM. Thank you Steve Forest!

The Bluff City guys and gals look forward to the next Memorial Day rail fanning event. And, a special thanks to Mike Fleming for his enthusiasm in Memphis area model railroaders, the museum, the NMRA and the Boy Scout merit badge education program. Lastly, a special thanks to all who participate and promote the “Worlds Greatest Hobby” and to those who keep rail fanning a fun thing to do.

CALIFORNIA STATE RAILROAD MUSEUM



4294

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A-B BRAKES
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JOURNAL 5x9
DIRT COLLECTOR

X112
2467
112

GREAT NORTHERN
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2467

EXTRA 2011 WEST

X2011

2011 NMRA CONVENTION
SACRAMENTO, CA

Two photos on this page:

Klamath Northern #206 has just moved Granite Rock Co. #10, a 0-6-0T saddle tank steam locomotive from the center track to the riverside track in the train shed. #206 then moves forwards towards the three-way stub switch seen in the above photo.

Two photos on the next page:

After clearing the switch, a railroad worker "armstrongs" the 3-way stub turn-out from the river track back to the center position. This action was shot at the California State Railroad Museum on my last day (Saturday) of the NMRA convention in Sacramento, California.

206

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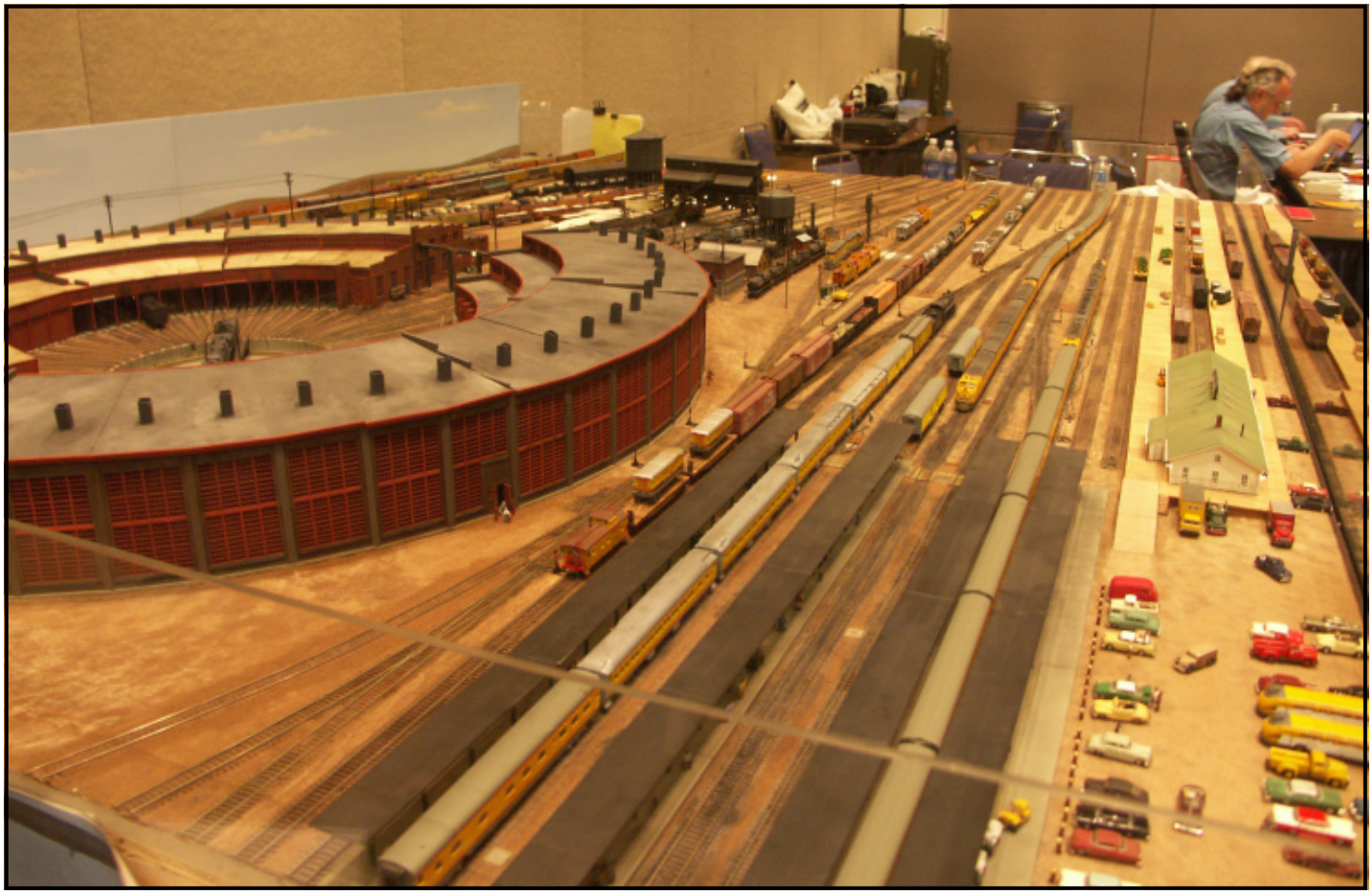
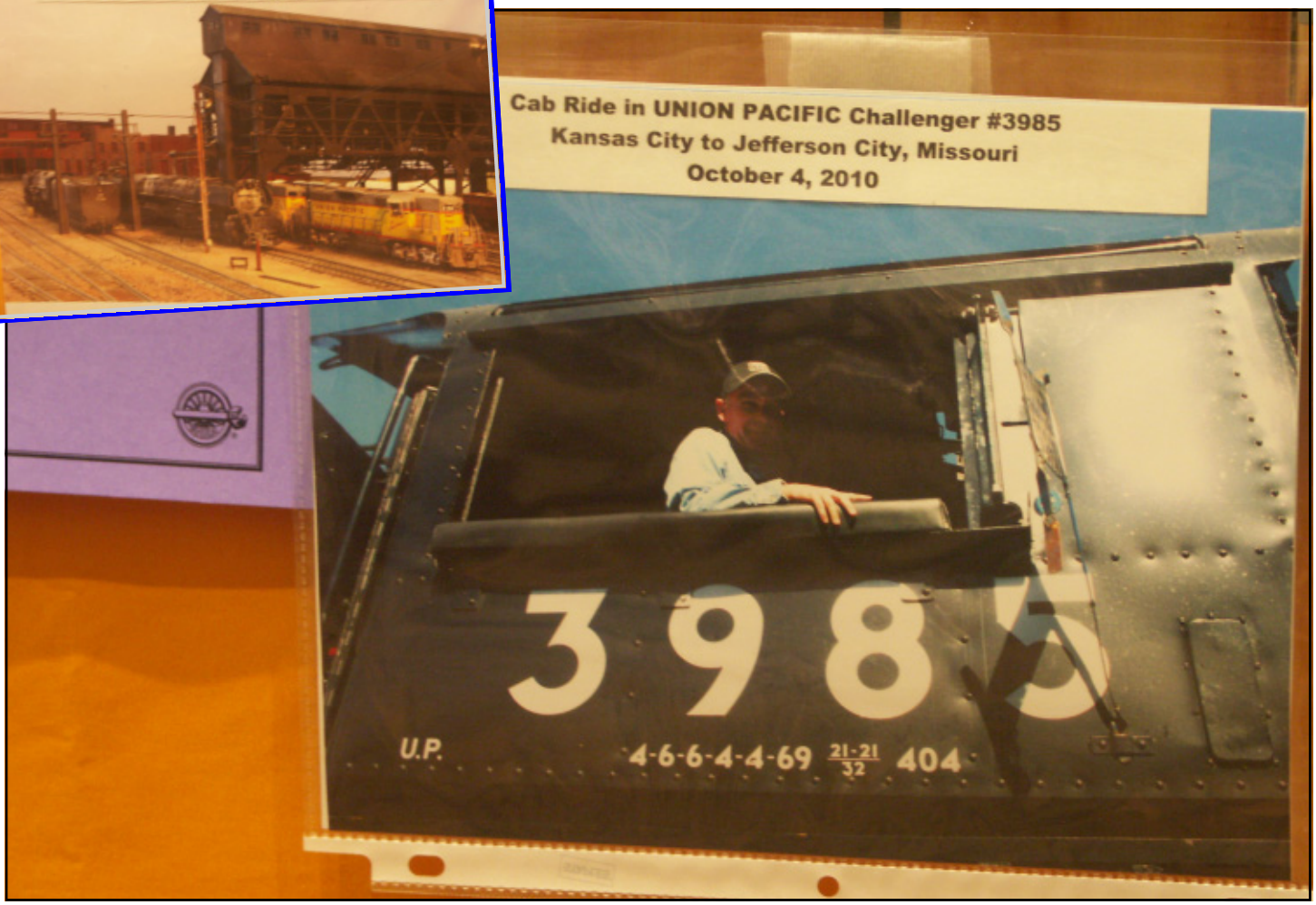
UNION PACIFIC CHEYENNE YARD in 1959 modeled in N Scale by Buzz Lenander



NMRA 75th Anniversary Photography Contest
Win a cab ride in a Union Pacific steam locomotive!
1935 NMRA 2010

July 5, 2010, photograph by Buzz Lenander
First Place Winner
NMRA/UNION PACIFIC RAILROAD Contest 2010


Cab Ride in UNION PACIFIC Challenger #3985
Kansas City to Jefferson City, Missouri
October 4, 2010
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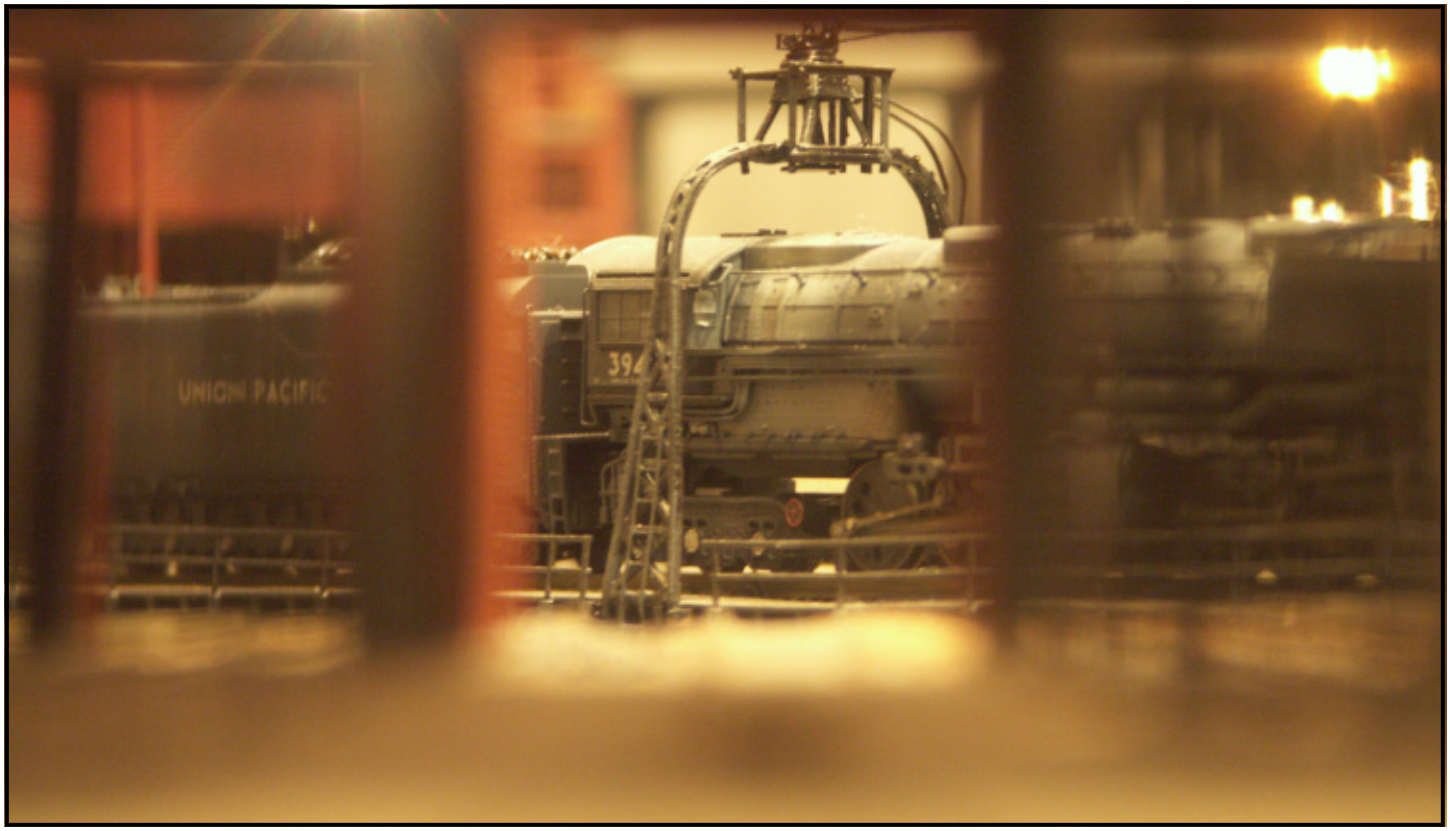
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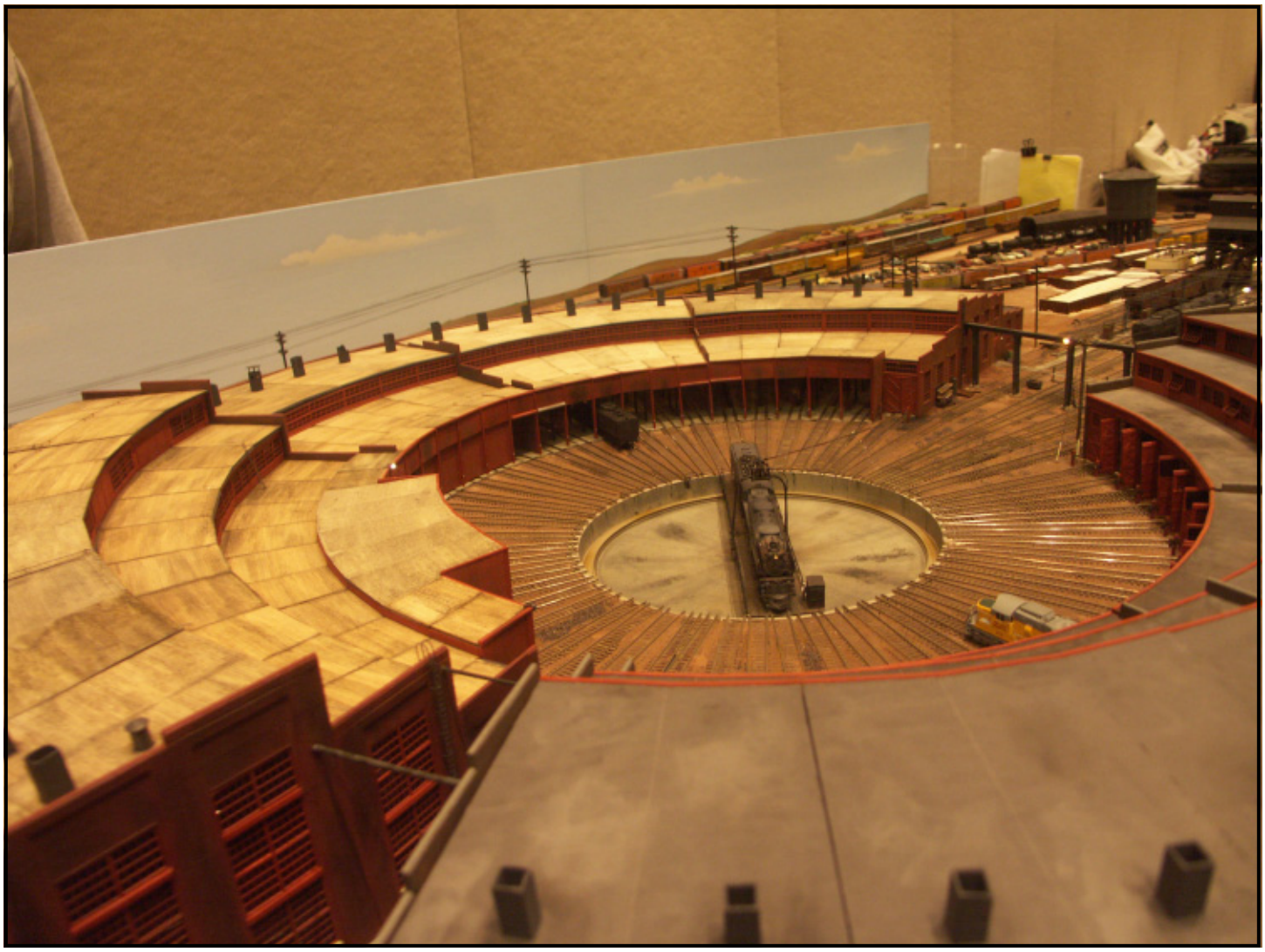
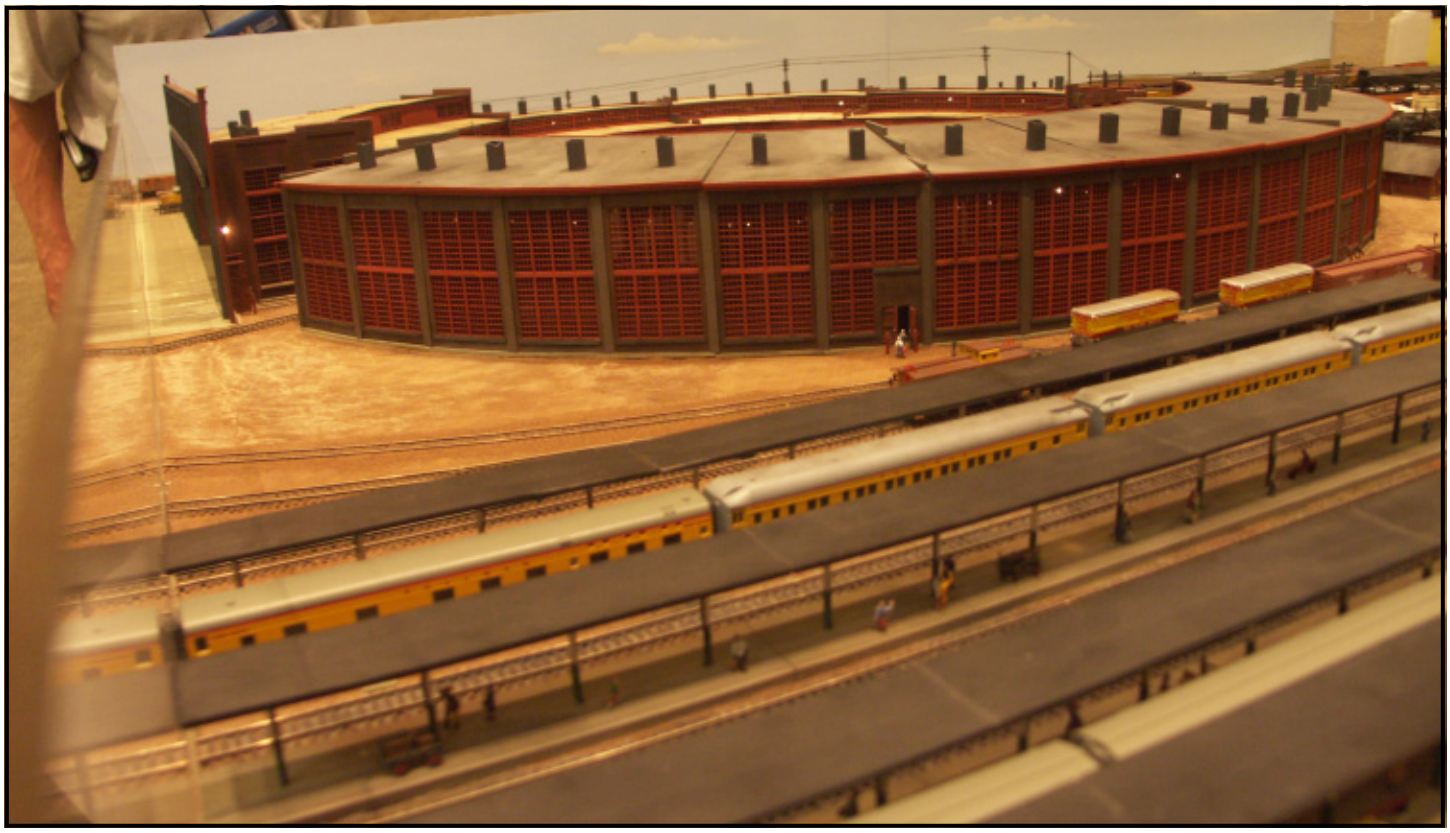
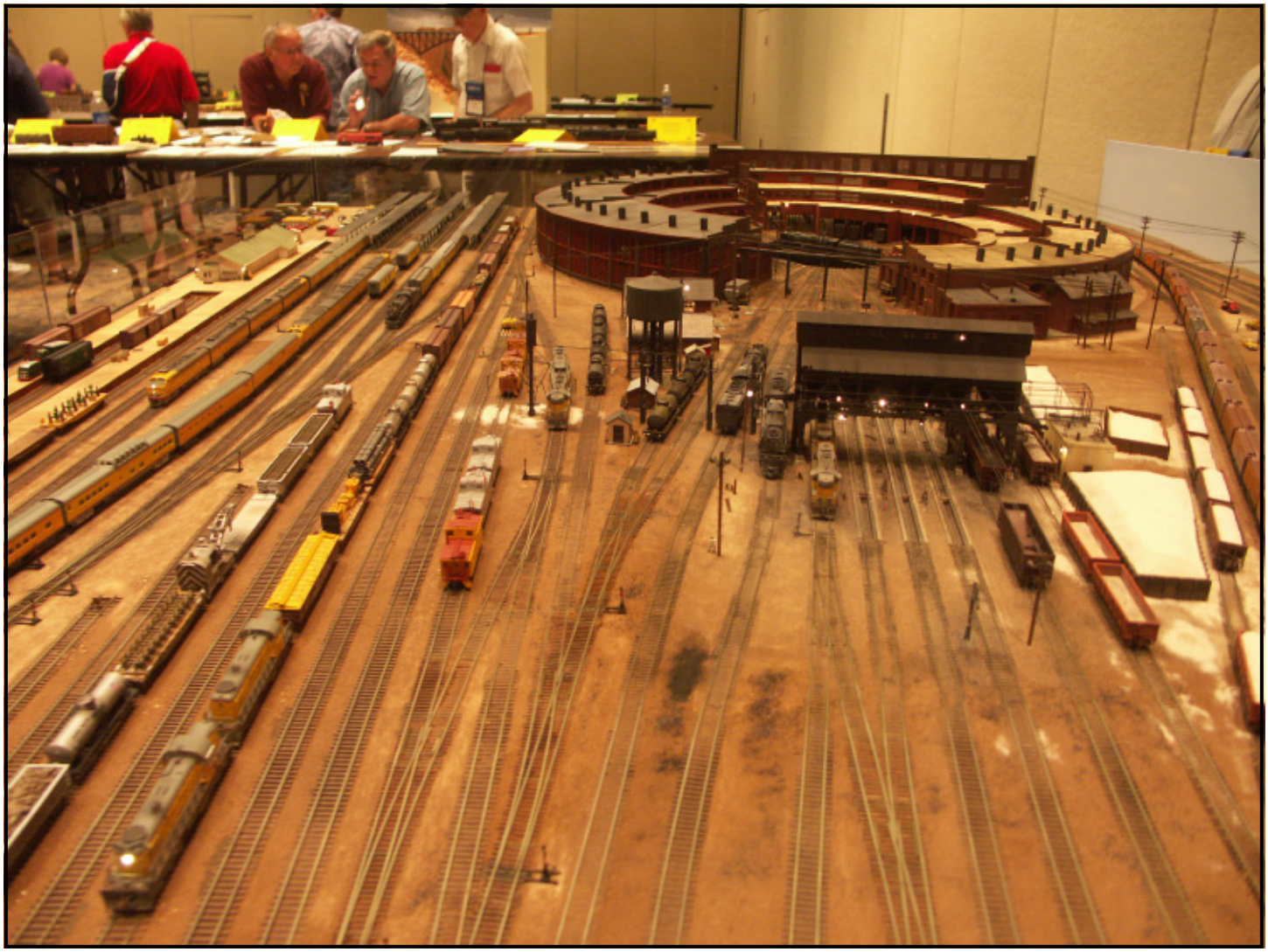
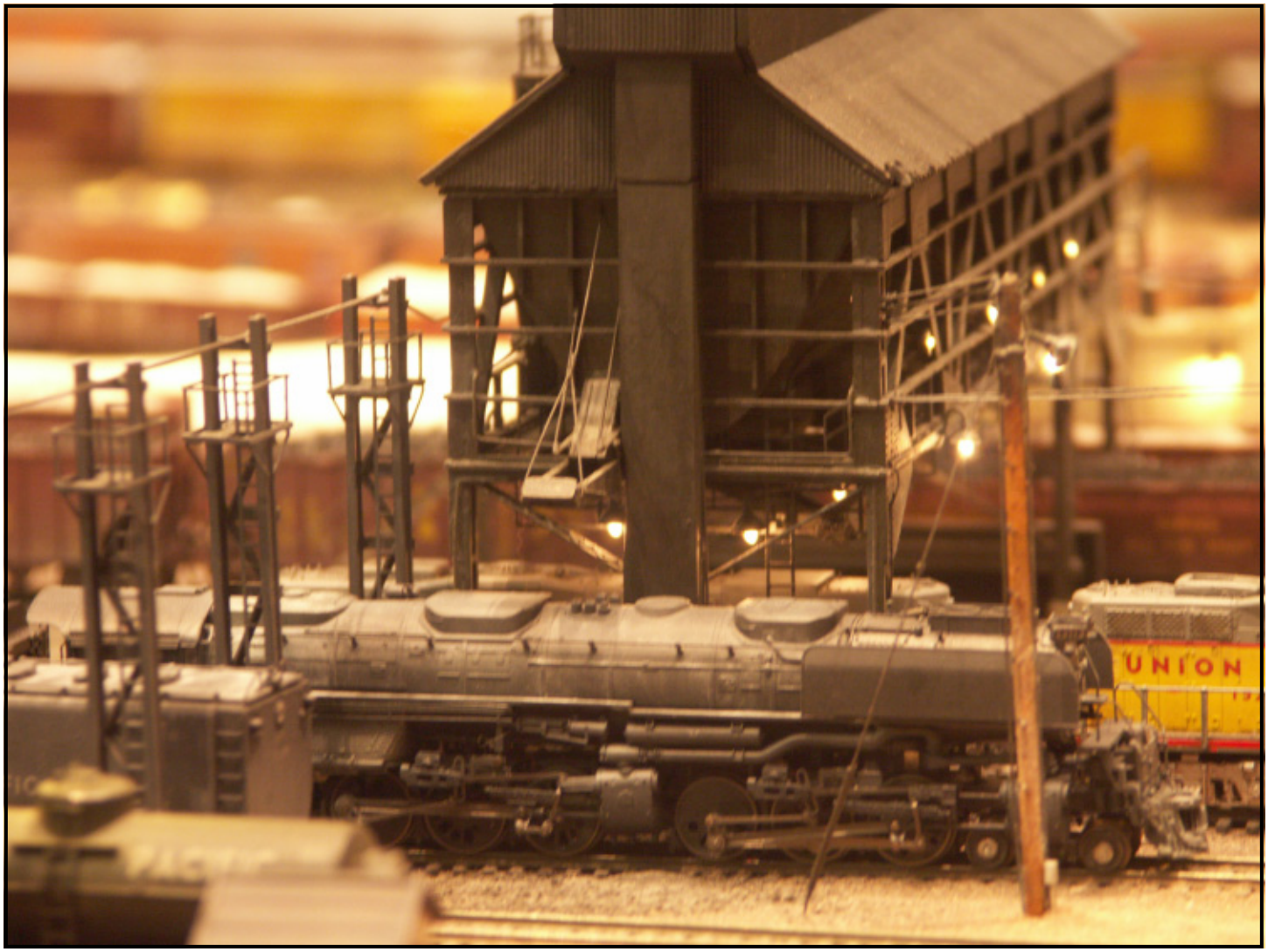







UNION

UP

CD #2

SOUTHEASTERN REGION, NMRA

BOARD OF DIRECTORS MEETING

MAY 20, 2011 - Macon, GA

The following board members were present: President Joe Gelmini, Vice-President Fred Coleman, Treasurer Alan Mole, Secretary Rick Coble, Executive Advisor Bob Beaty, MMR, Directors Glen Hall, Charlie Crawford, Paul Voelker, and Randall Watson

The following committee chairs were present: Education Chair Peter Youngblood, Boy Scout Merit Badge Coordinator Bill Ello, Convention Chair Mike Braunstein, MMR, Achievement Program/Contest Chair George Gilbert, Historian Joe Nichols, Sr., Webmaster Scott Povlot, Good & Welfare Chair Dave Anderson, BSA Merit Badge Coordinator Bill Ello, and Registrar/Central Savannah River Superintendent Steve Prevette

The following superintendents were present: Larry Burkholder (Smokey Mountain), Gene Anderson (Empire), Terry Cox (Asst Super Bluff City), Ken O'Brien (Asst Super Land O' Sky), Buddy Black (Asst Super Gulf), Phil Hutchinson (Dixie), Tra Johnston (HQ), Hal Crossland (HQ),and Howard Goodwin (Piedmont)

The following members were present: Tom Banks, Joe Nichols, Jr., Bob Even, J. Allen Hicks, Tony Harris, Ben Bartlett, Perry Lamb, John Janosko, and NMRA Assistant Secretary John Stevens

A quorum was present. The meeting was called to order at 9:08 AM EST.

President Joe Gelmini welcomed everyone and the attendees introduced themselves.

Officer and committee reports were emailed in advance to other board members.

Officer and Committee Reports

President Gelmini asked participants to email reports prior to the meeting. Those reports were distributed to meeting participants.

Secretary's Report

Executive Advisor Bob Beaty moved that the Board accept the minutes from the Winter 2011 BOD Meeting as published in the SouthErneR. Seconded by Director Randall Watson. The motion passed.

Treasurer's Report

Treasurer Alan Mole distributed the treasurer's report via email prior to the meeting,

President Gelmini proposed moving financial reporting to a calendar year, as stipulated in our bylaws. Reports are currently based on a convention to convention cycle, which makes convention reporting awkward.

President Gelmini asked Treasurer Mole to prepare a budget for the remainder of 2011 and a budget for the 2012 calendar year.

Treasurer Mole stated that current financial results are skewed because of overlap from conventions. Treasurer Mole proposes reverting to a calendar fiscal year.

Alan Mole presented a 2011 budget and will prepare a 2012 budget for the October meeting. The change in reporting does not require a vote by the membership.

Executive Advisor Beaty moved to approve Treasurer Mole's proposed budget for 2011. Seconded by Vice President Fred Coleman.

Motion passed. 2011 budget approved.

Treasurer Mole summarized sources of income.

President Gelmini recommended the appointment of Dean Odiorne as Assistant Treasurer. The Assistant Treasurer would serve as convention registrar. Dean currently serves as the Treasurer for the Smokey Mountain Division.

An assistant treasurer becomes the natural choice for next treasurer and shortens transition between treasurers.

The Board of Directors discussed opening a separate convention account. The account would be managed by the Assistant Treasurer with oversight provided by the Treasurer. The separate account would offer ease of operation and fluidity as well as the ability to account for separate funds.

Executive Advisor Beaty moved to open a separate convention account, managed by the Assistant Treasurer with oversight by the Treasurer. Seconded by Howard Goodwin. Motion passed on hand vote.

2011 Convention Report

Convention Chair Mike Braunstein reported that the convention has 96 primary registrants and 32 companion registrants.

Expenses are accounted for. He anticipates a profit for Macon Tracks.

Editor's Report

Editor Paul Voelker completed an analysis of a potential new printer, Modern Litho-Print Co. (MLP). Voelker reported that quality of work produced by MLP is the same as the work produced by the current printer, Sharon Press. Turnaround time is higher for MLP, but not a problem for editor Voelker.
There is a projected savings with MLP. There is no contract with Sharon Printing.

Treasurer Alan Mole moved to use Modern Litho-Print Co. as the printer of the SouthErneR. Seconded by Howard Goodwin. Motion passed.

Treasurer Mole will recover reserve postage funds from Sharon Press.

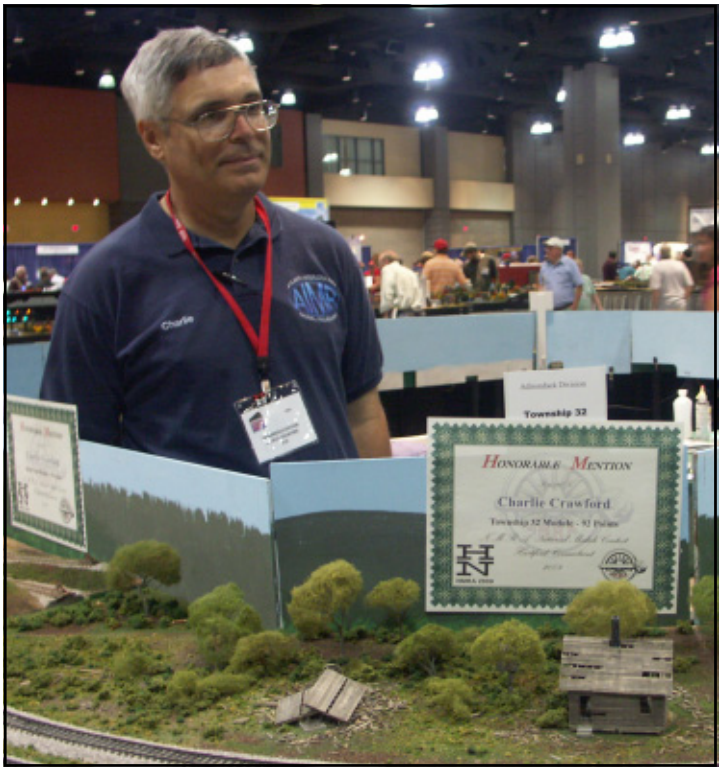
Education Report

Contest Award Artwork

Education Chair Peter Youngblood notified the Board that he is unable to locate some of the award/contest artwork, or in a couple cases, cannot obtain the artwork from the trophy shop. Legal Counsel Dan Mason will be contacted concerning obtaining the artwork. Youngblood spoke with SER member Dean Belowich, who has prepared new artwork and is requesting $325.00 for his time and efforts.

Annual costs are $40-$50 per plaque. Youngblood has located a low-cost vendor in Kennesaw, GA.

MASTER MODEL RAILROADER



Charlie Crawford shows off his module layout at the 2009 Hartford National Convention. Now just two short years later, Charlie has earned enough AP certificates to become the region's newest Master Model Railroader!

Congratulations Charlie!

Executive Director Bob Beaty moved that the SER Board of Directors approve an expenditure of $325 for new artwork to be considered for plaques. Seconded by Paul Voelker. Motion passed.

Peter Youngblood will contact Dean Belowich about the artwork.

SER Website Update

Webmaster Scott Povlot reviewed work done on region website. One goal of the website was to provide space for divisions to build a web presence. It resides on the Piedmont Division's space and uses a content management system, which allows users to post documents, maintain a calendar, list officers and other contact, etc. BSA program content has also been added to the website.

Povlot has received limited feedback from a few divisions and SER staff.

Steve Prevette, Superintendent of the Cent. Savannah River Division said that the site does not provide him with the tools and options to build an effective website for his division.

Povlot and Prevette will discuss the website. If they are not on the same page by the next SER BOD meeting, Prevette will request funding from the SER to build and maintain his own site.

The addition of an assistant webmaster was tabled until October.

2012 Convention "Tracks to the Smokys"

Larry Burkholder, Smoky Mountain Division Superintendent and head of the local convention committee, provided an update on the 2012 convention.

The committee has negotiated free meeting rooms and discounted room rates with the convention hotel. The committee is planning a prototype tour at the Dollywood steam servicing facilities, a company store and ladies program. A train show, not affiliated with the convention, will be held at the convention site.

2014 Convention Memphis, TN

Bluff City Assistant Superintendent Terry Cox provided a status of the proposed 2014 joint SER/MCoR convention.

The local committee has not received financial information from the Memphis Convention and Visitors Bureau. Those figures will be provided to the SER BOD as soon as they become available.

Fall 2011 Southeastern Region Board Meeting

President Gelmini announced that the Fall 2011 SER BOD meeting is scheduled for 10:00 AM, EST, October 1, 2011, at the Glenstone Lodge in Gatlinburg, TN. (Moved to October 8, 2011)

Old Business

Membership Chair

As a follow up to the Winter Meeting, the need for a Membership Chair was discussed, currently vacant. Some duties of the Membership Chair have been assumed by the Registrar.

The SER bylaws refer to a Membership Chair and include the responsibilities of collecting dues. Much of the description is no longer needed due to the implementation of the NMRA's LRP, with the HQ collecting dues and processing subscriptions.

After a discussion of proposed duties for the Membership Chair, Registrar Steve Prevette volunteered to send

a proposed job description to President Joe Gelmini. The proposed description will include changes to the By Laws and will be discussed at the Fall meeting.

Bylaw Changes

Minor changes were made to our bylaws to bring them in line with NMRA Executive handbook. Other Proposed bylaw changes will be discussed at the Fall meeting.

Alternative Investments

Treasurer Mole has investigated the return on our investments. The current CD best rate of return is 0.7%, which would generate approximately $200 in interest on current SER CDs. Changing banks will incur fees and penalties, which will kill additional interest.

It was decided that no action would be taken and monies would stay in current CDs. Treasurer Mole will continue to explore alternative investment opportunities.

Insurance Coverage

Executive Advisor Bob Beaty looked into the question of insurance coverage for non-NMRA members at NMRA sponsored events. All attendees are covered at NMRA events. Owners of Non-NMRA layouts are not covered for liability on their property.

DVD Sales

Treasurer Alan Mole reports that DVD sales have gone well, in part due to an ad in NMRA Magazine.

Region Boundary Changes per National

NMRA Assistant Secretary John Stevens provided a status of new region boundaries definitions. National would like to develop a consistent definition of all regions, by county. The SSR, which shares a border with the SER, has not signed off on the plan. The final plan will be determined by the National BOD. Stevens will update the SER at that time. The SER will update By Laws as required.

Good & Welfare

President Gelmini appointed Dave Anderson of the Land O' Sky Division the new Good & Welfare Chairman.

Mini-Convention Update

A plan for mini-meets will be placed on the Fall meeting agenda. Directors Hall and Crawford will distribute documentation prior to the meeting.

Potential locations include Manchester, GA, in conjunction with Railroad Days.

SER Region Organization

President Gelmini continued a discussion from the Winter BOD meeting concerning the division organization of the SER - does current organization best serve our members?

The Headquarters Division is divided into northern and southern districts. The Dixie Division is divided into subdivisions.

Empire Division Superintendent Gene Anderson asked which counties are assigned to each division. John Stevens will obtain a list from National. Vice President Fred Coleman offered to send a map outlining divisions and counties.

Vice President Coleman spoke with some division superintendents. Most recommended no changes as they saw no advantages in changing division boundaries and organization.

Vice President Coleman will continue to solicit input from division superintendents.

New Business

Check Signatories and Internal Control

President Gelmini has been added as an additional signatory on region checks. Assistant treasurer Dean Odiorne will be added.

Two signatures will be required on checks over $500.

501(c) Status

Executive Advisor Beaty asked that the SER reestablish its 501(c)3 status with the Internal Revenue Service. Prior 501(c)3 registration lapsed and the SER is currently registered as a 501(c)7.

Treasurer Alan Mole will look into this.

Director Randall Watson made a motion to adjourn. Seconded by Vice President Fred Coleman.

Motion passed. Meeting adjourned at 12:11 p.m.

Thousands of negatives still need

your positive support.

So do the thousands of plans, photos, and slides from our Kalmbach Memorial Library that we're working to digitize so that members can access them from their own computer. The good news is that the scanning is well underway. The better news is that our image library is even larger than we thought!

Which is why we still need your help. The more funds we receive, the more images we can make available.

If you haven't contributed to the Diamond Club, do it now:

Silver Level – Contribute $75 and receive a silver 75th Anniversary commemorative pin and have your name listed in *NMRA Magazine*.

Gold Level – Contribute $750 and receive a gold 75th Anniversary pin, a golf shirt with the Anniversary logo, and have your name listed in *NMRA Magazine*.

Diamond Level – Contribute $7,500 and receive a diamond-and-gold Anniversary pin, a golf shirt and sweater with the Anniversary logo and your embroidered name, a print of the NMRA's 75th Anniversary commemorative painting, and have your name and photo printed in *NMRA Magazine*.

Make a contribution that will make a difference for decades.
Visit www.nmra.org/diamondclub or call HQ at 423-892-2846 to contribute.

SOUTHEASTERN REGION, NMRA

ANNUAL MEMBERSHIP MEETING

MAY 21, 2011 - Macon, GA

1. President Gelmini called the meeting to order at 9:28 PM
2. President Gelmini welcomed the members to the meeting.
3. President Gelmini introduced the Board of Directors.
4. National Assistant Secretary Stevens was asked to read the Minutes of the 2010 Annual Membership Meeting. A motion was made by Director Hall and seconded by Director Watson to accept the minutes as published in the Southerner. Motion passed.
5. President Gelmini gave a report on the Status of the Region.
   -Thanks to bylaw changes approved by the SER membership, Superintendents are now voting members when they attend BOD meetings. This change brings the SER in line with 11 other regions who also allow for superintendent voting on region BOD matters.
   -Also approved by the membership was how a quorum is defined in the Region By-laws giving the BOD more flexibility in making changes to the By-Laws.
   -The membership continues to grow. There have been 80 new members this year bringing the total to 1160 members.
   -The region is financially sound.
6. Treasurer Mole presented his Treasurer's Report and the 2012 Proposed Budget. A motion was made by Executive Director Beaty and seconded by VP Coleman to accept the Treasurer's Report and Budget as amended. Motion passed.
7. Membership Status report was presented at the BOD Meeting.
8. Education Department Chairman Youngblood reported that the AP judging symposium held Friday evening during the Convention was recorded and will be made available to the membership at a time and cost to be determined. He also reported that Gulf Division Member Buddy Black has volunteered to develop artwork for the Convention Plaques at no cost to the Region.
9. Webmaster Povlot reported on some of the updates made to the Region Website. He also reported that he is working on providing website space for the smaller divisions that don't have their own website.
10. Treasurer Mole gave a report on the DVD sales. Results are indicated in the Treasurer's Report.
11. Director Watson reported that he only has 5 sets and 3 cars left. Once the cars are all sold, the profit from the cars should be just over $2500.
12. President Gelmini reported that the proposed By-Law changes regarding responsibilities of the Membership Chair and the Registrar have been tabled until the October BOD meeting.
13. President Gelmini reported that Smoky Mountain member Dean Odiorne was appointed by the BOD to be the Region Assistant Treasurer.
14. A question was asked about the Region's 501(c) status. A discussion was held about the different IRS 501(c) categories.
15. A motion was made by Executive Director Beaty and seconded by Director Watson that the meeting be adjourned. Motion passed at 10:10 PM.

Respectfully submitted,
John Stevens
NMRA National Assistant Secretary

DIVISION NEWS

GULF - DIV. 4

Terry Tucker
dopey190@bellsouth.net

The Gulf Division has been busy so far this year.

Pensacola Model Railroad Club, both N & HO Divisions, setup at the Tryon Branch Library this year for 5 hours and had over 500 people show up to see the Trains.

The Train Show in Fairhope, AL was a great success with lots of people coming out to see the trains run. The Emerald Coast Garden Railway Club (ECGRS.com) will be attending the Southeast Garden Railroad Show in Dalton, GA on May 13th-14th. There will be a NMRA swap meet at the Milton, FL Depot either in October or November.

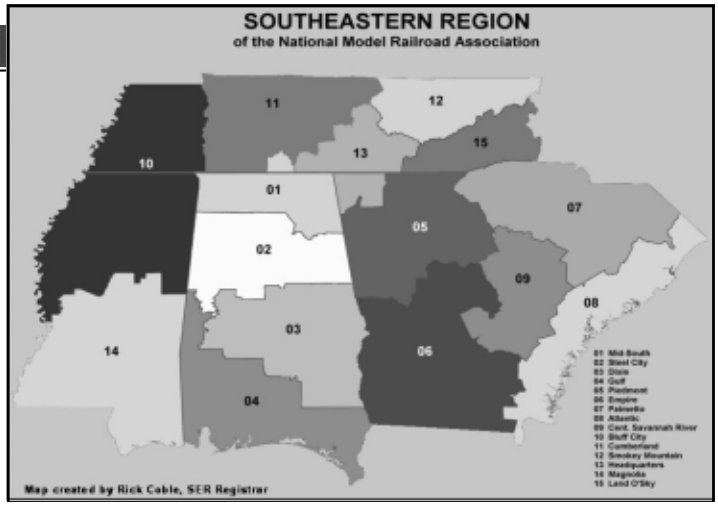
The next Big Show is in September in Dothan, AL which is held at the Peanut Festival Fairgrounds with layouts from Pensacola, Milton & Alabama.

The members from the South West Alabama Railroad Modelers (SWARM) have been around since 1989 and has about 104 members also been busy. March they hosted the show in Fairhope, AL then the following week they participated in the Great Train Expo at the Mobile, AL fairgrounds. (No A/C, in a metal building, during high heat) talk about dedication. The first 3 weekends in May they are participating at a get together at Wales West Railroad in Silverhill, AL. when "Thomas the Tank Engine" [A dummy pushed around by a live steam loco "Dame Anne" which was custom built for Wales West Railroad] this is a 2 foot gauge locomotive will be in town.

That's about it for now.

Answer to Mystery Train on page 33

"This is an NS track geometry train. The two research cars are NS 34 and NS 33. NS 34 began life as a N&W SD-35. Following a wreck, it was rebuilt into a slug unit. After the merger NS rebuilt it into a track geometry vehicle. There are plenty of photos of the train and individual cars on the web." Thanks to **Charlie Mason** of the Piedmont Division for both the photo & the answer.



2013 National Convention in Atlanta, GA

Well folks, it is now just 2 years away and even though 2 years may seem like a long time, in our business of having fun with trains, time flies!

We are looking forward to an outstanding Convention and turnout in Atlanta, GA and are confident that with strong support from our membership we will be halfway there! For those of you traveling to Sacramento, CA for this year's conventions or to Grand Rapids in 2012, please spare no effort in encouraging the convention participants you meet that Atlanta, GA will be the place to be to maximize enjoyment of our hobby in 2013.

We will be giving you periodic updates of items of interest by email over the 24 months leading up to the Convention. For example, right now we have a team hard at work putting together the layout tours, preparing the layout tour route and of course having participating owners working hard to have their layouts ready to go!

We hope you will join with us to make the 2013 Peachtree Express a resounding success.

Bob McIntyre, Convention Chairman
Perry Lamb, Inside Activities Chair
David Gelmini, Outside Activities Chair
June 2011

CENTRAL SAVANNAH RIVER DIVISION 9

Steve Prevette - prevette@atlanticbb.net

The ninth division continues with its activities. We are researching conducting an event with a neighboring division, perhaps including a tour of the Aiken Depot, and local layouts. The Tuesday Night operators' group continues with its weekly sessions. My Burnt Hills and Big Flats N Scale layout and two HO layouts are included in the rotation. Don Barnes is starting construction on Brunswick Yard on his Baltimore and Ohio. This yard alone will be larger that some folks' home layouts! My Burnt Hills and Big Flats finally appears to have all of the operating bugs from moving the layout cross country worked out. Although portable, there are always issues of getting the sections realigned, and ongoing issues with rails going out of gage. Scenery on the new pieces moves ahead, and now that the weather has warmed up, I should be able to paint my last remaining 10 coal hopper cars awaiting placement on the layout. That will bring me to just over 300 cars on the railroad.

I look forward to seeing you all at Macon. I'll be giving an Operations clinic on various methods for freight car forwarding. There is no "one right" answer to that question, even here in Aiken each of the three layouts uses three different methods - tack on car, hand filled out switchlists (to transition to car cards), and computer switchlists (Rail Ops). So I hope there will be good discussion on operating experiences during the convention.

HEADQUARTERS DIVISION 13

Mike Braunstein - x996tt2002@twlakes.net

The Headquarters Division has been on hold as far as my reporting is concerned. I missed the March Newsletter due to being involved with the Macon SER Convention. The good news is that we will have at least 7 of our members attending the SER Convention including both Northern and Southern District Supers. Not a bad pecentage (15%) for a small group of Division members. Once the Convention is over I can get back to reporting and keeping everything updated.

The next activity will be during the late summer/early fall as most of us have our summer plans already in motion. Possibly a meeting at NMRA Headquarters with a tour. As the museum train ride and display equipment are behind headquarters we may be able to get a special tour of the rail equipment on the grounds. We definitely want to have an addition to the headquarters meeting and railfanning is another option. Keep watching our web site for updates. With any luck the web site will soon be hosted on the SER site for better visibility.

For those members who attended Macon, I'm betting we had a great time.

Mike Braunstein
Headquarters Div. Secretary

PALMETTO - DIV. 7

Jack Varadi - jackvaradi@yahoo.com

Our Spring 2011 Palmetto Division meet was held on Saturday, March 26, 2011 at the Greenville Hospital System complex in Greer, SC. A total of 38 people attended.

A popular model contest was won by Jim Stowe with his N-scale model. There was a tie for second place between Ben Bartlett and Rob Seel. Photos of all the entries can be seen on our web site at www.Palmettodiv.org

There were three clinics. "Modeling with Styrene" by MMR Ben Bartlett. The second clinic by Geoff Duncan covered “Automating the Pennington Junction RR”. The third by Jock Moffatt discussed “How to make passenger car diaphragms”.

A Rail Pass drawing was held for non NMRA attendees. Pico Riesterer, Ed Meister & Tom Troyer are now members courtesy of the Palmetto Division.

A number of donations were received for door prizes. All attendees went home with treasures!

Our division wants to hold a summer and winter event in addition to our spring and fall division meetings. Mike Horne has offered to coordinate these efforts. Several options for this summer are under review.

Our fall meet is going to be hosted by CRM&HA at the Founder's Hall at Southern Wesleyan University on October 29th in Central, SC. Further information will be forthcoming.

BLUFF CITY - DIV. 10

Mike Fleming - mrfleming@netzero.net

We have had a good year here in the Bluff City Div. Highlights since the last quarterly report include a Merit Badge College of April 16 where 32 scouts completed the requirements for the Railroading merit badge. Since last year's convention, we have participated in four merit badge colleges and a total of 108 scouts have completed the requirements. I am in process of selecting a liaison from the division to be the point of contact for the local Boy Scout Council and work with them on future events.

On May 7, the Memphis Railroad and Trolley Museum, whose development is being overseen by a 100% NMRA member club, held its first public event at Central Station to celebrate National Train Day. We had drawings and information available about the museum, sample exhibits, an N scale model railroad, a 22 minute show produced by the BCD treasurer, David Johnston, titled "Forty Years of Amtrak in Memphis", which alternated with two other powerpoint presentations by BCD asst. Superintendant Terry Cox, the Canadian National Operation Lifesaver Safety Train "Little Obie", and MATA trolley rides which by the way, provided an excellent view of the flooding Mississippi River. BNSF Railway provided Operation Lifesaver information and the NRHS and National Railroad Passenger Association had displays. We had close to 40 BCD members volunteer their time for this event and had an estimated 250 guests visit us despite of the flooding. Below are several photos I took at the exhibit.

MRTM's Rock Island searchlight signal

Bluff City Div. AP Director Jerry Michnewicz presenting Jerry LaChapelle with his Scenery AP Award.

Jerry Michnewicz presenting Stan Blatti his Association Volunteer AP Award

Jerry Michnewicz presenting BCD Superintendent the Golden Spike Award

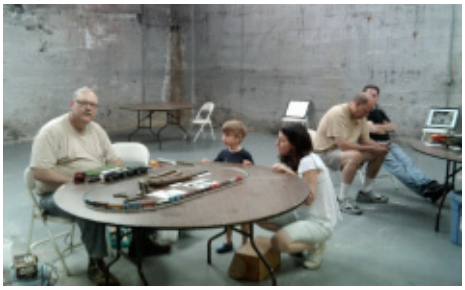
Besides the commitment from MATA, we received another large pledge for the museum and work is going forward as we prepare to apply for grants from many local corporations and charitable foundations. If we keep progressing well, we could have phase one of the museum open very soon.

We have several division members working on various projects toward our AP Day in September. In the past few months, division members have earned three Association Volunteer, one Scenery and one Golden Spike with another Golden Spike application ready to submit.

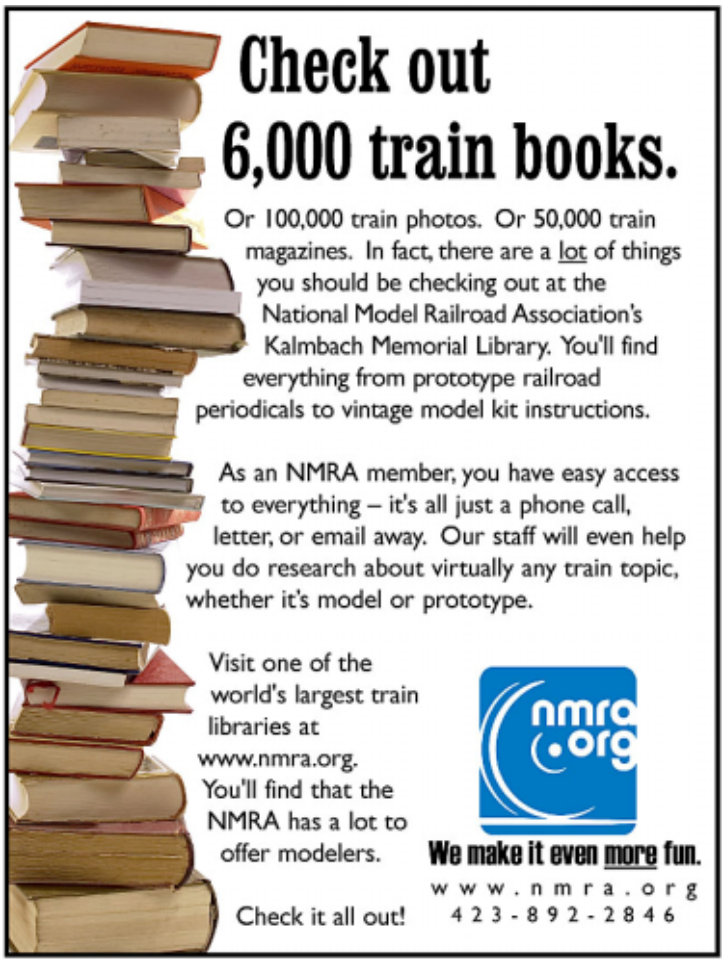
Due to scheduling and other issues we have combined with the Memphis Society of Model Railroaders to have joint monthly meetings and it looks like a good solution for the division.

We are looking forward to another year of increased activity in the Bluff City Division.

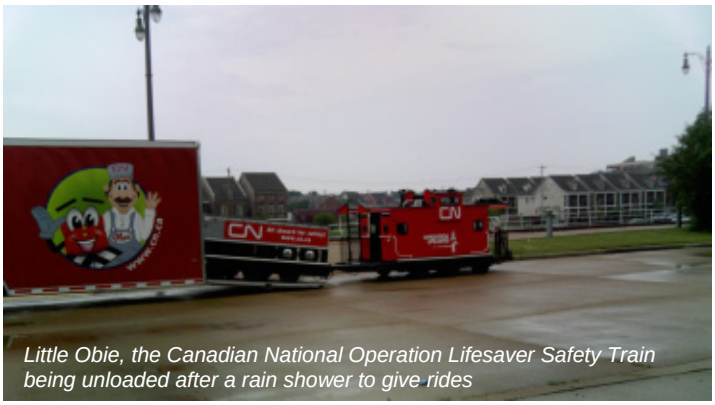
Several guests viewing the "Forty Years of Amtrak" photo presentation produced by division treasurer David Johnston



At Left *A young guest and his mom viewing a modeling demonstration by division member Sam Gray*



Below *Hugh Teaford's N scale display layout on display at the Memphis Railroad and Trolley Museum's National Train Day exhibit*



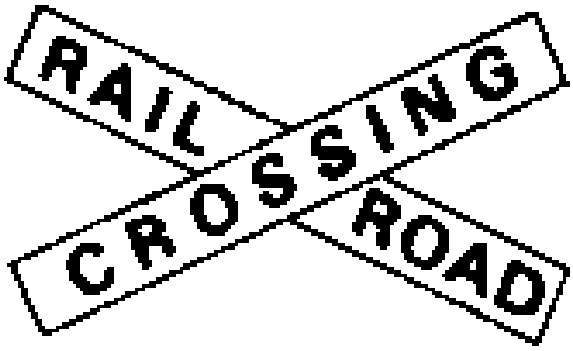
Little Obie, the Canadian National Operation Lifesaver Safety Train being unloaded after a rain shower to give rides

SMOKY MOUNTAIN - DIV. 12

Larry Burkholder - labtexan@chartertn.net

The Smoky Mountain Division continues on it's track to the Smokies for the 2012 SER convention. At our quarterly meeting on June 9th we discussed the many tasks remaining and got commitments from many of those present to cover the responsibilities. Fred Coleman, SER VP and newly appointed SER Convention Chairman attended and presented his thoughts on preparing for a convention. Fifteen members attended the meeting. Discussions were held about potential home layouts for touring, potential clinic numbers and clinicians, and potential Friday night and banquet speakers. A prototype tour of the Dollywood excursion train engine facilities and operations has been arranged. Also, Allen Keller and Dave Housman have agreed to open up their great layouts for operating sessions on the Thursday before the convention. This is an opportunity for a very limited number of attendees interested in operations. By the time you read this the places may be filled, It's a first-come-first-served sign-up based on registrations, but keep it in mind and take advantage of it if you get the chance. These two layouts will also be on the home layout tour. The SER is in the process of setting up the 2012 convention web site on the new SER web site server leased by the Piedmont Division. By the time you read this everything should be in place. Register early to avoid the rush.

Although the SER Board voted to no longer financially back train shows at the conventions, the Smoky Mountain Division has elected to have a show in 2012. A small show with about thirty tables will be set up in a building on the grounds of the host Glenstone Lodge. Besides vendors, it is planned to have two small layouts operating and a company store. Since most of you coming to the convention will be driving and they're easy to carry please plan on bringing some of your excess railroad equipment to sell in the company store.



Myself and only one other division member, Mal MacCracken, attended the 2011 convention in Macon. The convention was well done and it was a shame it was so sparsely attended. The highlight to me was the tour of Norfolk Southern's Bronsan yard. We were lucky to get this increasingly rare tour opportunity. I presented a clinic on making trees from natural vegetation. Also at the convention, the SER Board elected Division 12's Treasurer, Dean Odiorne, to the position of Assistant SER Treasure. Dean is also the Registrar for the 2012 convention.

The next quarterly division meeting is planned for early September. A picnic at Douglas Lake is planned. A firm date will depend on availability of a pavilion.

MAGNOLIA - DIV. 14

Troy Hight - TrHg6@aol.com

I was unable to attend this years convention in Macon due to a high school graduation the same weekend. Roy Oliver made the trek over to Georgia and said that the Brosnan yard tour was very enjoyable and educational. A railroad employee told him that this was only the second time that non-railroad personnel had ever toured the yard to his knowledge. The clinics the he was able to attend were very well done and provided very helpful information. Thanks, Roy for representing us at the convention and providing feedback for the superintendent.

Please mark your calendars for Saturday, October 29th. The Division will host its first open house event in Philadelphia. My Ho scale Pearl River, Valley and Gulf will be open for viewing that morning. We will break for lunch and then drive across town to see the newly constructed outdoor G scale layout of Phillip Prince. This is something new for us and I hope that it will grow to be a yearly event. October weather in east central Mississippi is usually very comfortable. We will keep our fingers crossed for good weather.

The membership welcomes Ray Roberts of Biloxi to the Division. We all look forward to meeting you and having you be an active part of our activities.

Until next time,

Troy Hight
Magnolia Supt.

CUMBERLAND - DIV. 11

Bob Hultman - hultman@bellsouth.net

Cumberland Division's HO scale modular RR was set up in Nashville for Adventure Science Center' Whistlestop Weekend Nov 7 thru 14, 2010. The RR was 8' longer than last year's setup since 2 more 4' modules were available. Nashville Ntrak had their N scale RR modular RR set up just prior to Whistlestop Weekend; it remained set up into early January 2011.

The TN St Fair appears to be back on the schedule in 2011 at its Metro Nashville State Fairgrounds. Mayor Karl Dean has tried to end the State Fair and other activities at the Fairgrounds by selling the land off for redevelopment, but opposition by several groups of people forced him to abandon, at least temporarily, this effort. That's good news, since the setup at the State Fair is quite well-received by fair-goers and module RR owners-operators alike.

The Middle TN Model Railroaders continue work on the large HO Los Angeles & Salt Lake RR in Nolensville TN. Work sessions occur at the RR most every Monday and some on Thursday. Operating session dates are posted on the LA&SL RR Website-

http://laslrailroad.net/

under the Upcoming Events choice.

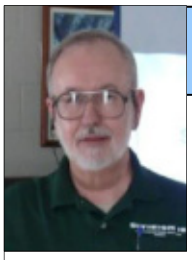
Our Spring 2011 Division Meet & TC Ry Museum Open House was the 3rd Saturday in March at TC Ry Museum in Nashville. We sold out all our dealer table space; attendance could have been better, however, dealers reported sales doing well during the Meet.

The Division lost a fine HO model railroad, the CSX & Santa Fe RR built & owned by Gene & Carolyn Caldwell. Gene passed away just after Christmas 2010 & Carolyn had the RR dismantled.

Division members are once again getting psyched up for our 10th annual Day Out With Thomas The Tank Engine, our major fund-raising effort each year and for the TN State Fair. The Nashville Ntrak RR at TCRM will be operating for DOWT while the HO RR will once again vacate TCRM for the 10-day run at the TN State Fair.

Hope the Macon Convention is very successful.....

Bob Hultman, Div Supt



LAND O' SKY - DIV. 15

Frank Pearsall - plans@citcom.net

Division 15 held its second quarterly meeting of 2011 on Saturday, April 16th at the Hampton Inn in Hendersonville, N.C. This was one of two mini-meets we hold each year. We had a successful lineup of clinics and one nice layout tour.

The clinics were "Reworking HO and N scale turnouts to improve functionality by Dan Lang and Chuck Place; "The Abingdon Branch, prototype and model" with Clint Smoke and "Primer on Railroad Signaling" with Gordy Fewster. We finished up in time for everyone to go to lunch and then on to Dan Lang's Boston & Maine layout. Dan has done a lot of work on his fine layout and there was a good turnout to see his efforts.

Our next regular meeting will be Saturday, July16, 2011 at the Fletcher Branch Library. More details to follow on our website. At that meeting we will be soliciting candidates to run for two vacancies at our January 2012 meeting. The positions to be filled are the superintendent and paymaster. As it stands right now, it is my intention to run again for superintendent. Mike Nicoletti has indicated a willingness to run again for paymaster. We certainly encourage other people to step forward and help to make this division successful.

On the 30th of April, we had a table at the French Broad E "N"pire train show in Hendersonville, N.C. Mike Nicoletti has created a nice tabletop display with lots of pass-out "stuff". We got to talk to a lot of folks and hopefully, we'll get some new NMRA members from our efforts.

Finally, we'll have our mini-meet on October 22nd, 2011. That's a change this year from our normal third weekend meeting date.

Respectfully submitted,

Frank A. Pearsall
Division 15 Superintendent

PIKE REGISTRY PAGE

RON GOUGH, MMR
Owner & Sole Proprietor

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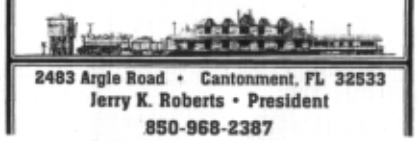

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The Club Car

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 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 Bartlett, TN, Mike Fleming, (901) 467-7138
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 Graniteville, SC, Steve Prevette (803) 392-7684
Georgia-Carolina Model Railroaders, Augusta, GA, Roy Tritt (706) 733-6870

Cumberland Division 11 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 Montgomery, AL, Phil Hutchinson, (334) 272-1933
Central Alabama Model RR. Club, Montgomery/Prattville, AL
Phil Hutchinson, (334) 272-1933
MGB Model Railroad Club, Prattville, AL Visitors welcome. Meetings every Thursday evening and every other Saturday afternoon. Brett Scott (334) 799-3096
www.mgbrr.org
Southeast Alabama Model Railroad Club, Dothan, AL
Mike Porterfield, (334) 774-0720
mporterfield103@charter.net
Wiregrass Steel Wheels Sub-Division, Dothan, AL
Danny Lewis, (334) 803-0425

Empire Division 6 Perry, GA., Eugene L. Anderson, (603) 889-5384
Columbus Model Railroad Club, Columbus, GA., David Cotton (706) 323-1417
Flint River Model Railroad Club, Albany, GA., Jimmy Swinn (299) 883-3517
MGMRC - Middle Georgia Model Railroad Club, Warner Robins, GA
Bill Attaway (478) 328-1743 *mgmrc@cox.net*
http://members.cox.net/mgmrc/
CGMRC - Central Georgia Model Railroad Club, Macon, GA
Ken Preston, *kenp22@bellsouth.net*
MGRA - Middle Georgia Railroad Association, is a railroad history group that meets in Macon and Gordon, GA Bill Jones, *wrjones845@aol.com*
www.trainweb.org/mgr
Thomasville Model Railroad Club, Thomasville, GA., Ben Strickland (912) 465-3730

Gulf Division 4 Pensacola, FL, Glen Hall (850) 475-1530
Bay Area Model Railroaders (BARR), Mobile, AL, Dave Miller (251) 645-2296
Caboose Club, Foley, AL Charles Ebert
Consolidated Model Railroaders (CMRX), Panama City, FL
Contact: Buddy Black 850-624-6240 *black@novatechnologies.com*
Emerald Coast Garden Railway Club monthly meeting usually on third Saturday of the month at Noon in the Diner Car of the West Florida RR Museum, Milton FL, Jack Grill (850) 994-7226 www.ecgrc.com
Miracle Strip Model RR Club, Shalimar, FL Chris Beard (850) 244-0161
www.geocities.com/miraclestriprrclub nandp@cox.net
Mobile Society of Model Engineers. Dave Miller (251) 645-2296
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
http://lots-trains.org/html/swarm.html/
Herb Kern (251) 660-1659
West Florida Model Railroad Club, Milton, FL Tom Augustine (850) 944-0471
West Florida Railroad Museum, Milton, FL www.wfrm.org

Headquarters Division 13 www.grampas-trains.com/headquarters.htm
Headquarters Division, Hal Crossland 423-344-0697, Don Johnston 352-391-4176
Chattanooga Area Model Railroad Club, www.camrc.org
Ed Juaire (423) 598-9925 railfan@ejpj.com
Chattanooga Society of Model Engineers, Dunlap, TN
http://csme.livesteamtrains.com Andy Morrision (423) 344-8502
Crossville Model Railroad Club, Crossville, TN, Mike Ferry (931) 788-1828
ferrym@citlink.net

Land O'Sky Division 15 Brevard, N.C., Frank Pearsall (828) 384-8045
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, Henderson, NC *http://www.fbe-ntrak.com*
Chuck Place (828) 685-2726 *hmp3@blueridge.net*
1396 Spicer Cove, Hendersonville, NC 28792
Western North Carolina Model Railroaders, Fred Coleman (828) 699-0983

Magnolia Division 14 Philadelphia, MS., Troy Lee Hight (601) 389-5370
Jackson Society of Model Engineers, Jackson, MS
Jackie Meck (601) 842-0909 www.jsme.org

Mid-South Division 1 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@bellsouth.net*
Redstone Model Railroad Club, Huntsville, AL

Palmetto Division 7 Greer, SC, Jack Varadi (864) 968-2436
Carolina Garden Rails All scales that run on 32 and 45 mm gauge track, battery, and live steam power. Dave Graley *dlgraley@bellsouth.net*
Associated Model Railroads of Columbia, Columbia, SC
Jack Huffman 803-699-2518 or amroc.org for information.
Central Railway Model & Historical Association, Pickens, SC,
Howard R, Garner (864) 878-4705 *hrgarner@innova.net*

Piedmont Division 5 Acworth, GA., Howard Goodwin 770-529-2103
www.piedmont-div.org
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/georgiangers
GeorgiaNGers@yahoogroups.com
Georgia Garden Railway Society, Donald (Don) Nute, Chair, 706 546-5462,
www.ggrs.info/ *donald@nute.ws*
Georgia Society of Ferroequinologists, Marietta, Bob Hoenes (770) 422-0081
Jasper Roundhouse, Jasper, GA, Jim Derr *jaderr@alltel.net*
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
www.oscale-atlanta.info
North Atlanta O-Gauge Railroad Club, Roswell, GA, Jeff Pergl (770) 516-6378
North Atlanta Rail Barons, Howard Goodwin 770-529-2103
North Georgia Lego Train Club, James Trobaugh (770)-844-1076
http://www.ngltc.org OR *questions@ngltc.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, 770-928-8618, *Daniel@Masonlawfirmga.com*
Tri-State Area Model Railroad, Inc., Gordon Tuenge, (706) 455-8903
gotrains@yahoo.com
Volunteer Garden Railroad Club, Vines Botanical Gardens, 3500 Oak Grove Road, Loganville, GA 30052

Smoky Mountain Division 12 Loudon, TN, 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*
http://memrr07.t35.com

Steel City Division 2 Birmingham, AL, Charlton McArthur (205) 823-0428
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, Call Tom Cusker for information 205-621-1778