



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



# *The* **SOUTHERNER**



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Fall 2012



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- My First Piedmont Pilgrimage
- A Late Night at Grand Rails 2012
- Bring Your Model Railroad to Life

## ***Mini-Meet in Aiken, SC***





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## The SouthErneR

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The Aiken, South Carolina Train Station Museum, and its operating museum train layout display, were part of the several activities available at the SER's first Mini-Meet. Both photos by Paul Voelker

## CLINICS ON DVD

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# The President's Car

Joe Gelmini, MMR



I had the opportunity to attend this year's NMRA national convention in Grand Rapids July 27 – August 4. All in all it was a very nice convention, at least what I got to see of it, since my main function was to help staff our promotion booth for the Atlanta Convention in 2013. Two events I was able to enjoy were a visit to Bruce Chubb's legendary Sunset Valley System HO layout, and a visit to the massive White Creek 7-1/2 inch gauge railroad. I got to run a through train on Bruce's layout which, at scale speeds, took an hour almost non-stop, to traverse. This layout is massive and fits into the category "if money was not an issue" what might I build? Meandering through a custom designed basement under a living structure, the layout climbs, through several levels, from a low of three feet to a high of over seven feet. Runs are long enough that there are no helixes, and everything is controlled with CMRI DCC components, a system Bruce invented. My train terminated at the seven-foot high Dunsmuir Yard, a challenge to navigate as you cannot see your actual train and must depend on a four-screen video display along with a complex series of track occupancy lights. Luckily one of Bruce's regular operators was beside me at Dunsmuir to help me with this process. Equally impressive was Russ Eldred's White Creek Railroad. The layout spans some 120 acres with over 8 actual (not scale) miles of track, 285 switches, 30 towns, two tunnels, two large yards, and over 320 locomotives and cars. Russ operates his layout using Micro-Mark's 4-place car cards, same as many of us use for our indoor layouts. During our visit there were four passenger-carrying trains running and 10 freight crews switching the multitude of on-line industries at the same time!

One thing that was a bit of a disappointment at GR 2012 was the lack of model and contest entries. We had a larger number of contest entries at our Gatlinburg SER convention than were at Grand Rapids. Not sure why this was, but it was a surprise to see so few entries. Let's not let this happen at Atlanta. Now is a good time to be working on and planning to bring your models to Atlanta. If you do not wish to enter the judged category, bring something to display. And don't forget to bring photos. There were so few at Grand Rapids, Paul Voelker (NMRA photo contest chair) actually had time to do some other things!

A bright spot was the National Train Show. Pretty much all the hobby's manufacturers were displaying their newest and greatest offerings, along with a lot of vendors and display layouts. I'm told the 2012 show had the fourth highest attendance ever. Another successful event was the silent auction. Grand Rails did not have the expertise or manpower to run the auction and national has decided to make this activity a local host responsibility. So six dedicated Piedmont volunteers staffed and conducted the auction, including designing the custom software that kept track of everything. While it was a lot of work, it was a great learning experience that will surely be valuable for Peachtree Express.

So with Grand Rails a memory, we can now fully set our sights on Atlanta 2013. The host Piedmont Division has been hard at work planning what we hope will be a stellar convention. We have a great model railroading story to tell in the Piedmont Division and throughout our Southeastern Region. You'll be hearing a lot more about specifics as the convention nears. **Let's make 2013 our time to shine!**

You may recall our desire to bring more activities to some of our smaller SER divisions in the form of periodic "mini-meets". Our inaugural mini-meet was held in Aiken, South Carolina, September 29, and by all counts was a great success. Some 40 folks attended and enjoyed a great day of clinics, layout tours and a visit to the restored Aiken train station museum. The day



One of several clinics held at the 2012 Aiken, SC Mini-meet.

also included some swap tables and a chance for AP evaluations and feedback on models brought by participants. My thanks to Steve Prevette, Division 9 Super and SER Registrar, for pulling this together. Steve arranged for the meet to be held at the University of South Carolina at Aiken, a very nice venue at a reasonable cost. He also arranged for a group dinner Friday evening and opened his home layout that evening for visitation and an operating session. Great work, Steve!! In addition, Steve reports we picked up four new NMRA members as a result of the mini-meet, which was open to all – NMRA members or not. So keep the mini-meet concept in mind as a way to bring activities to those divisions with small numbers and spread-out geography. The meets are funded by the SER, so what's stopping you?

As an adjunct to the mini-meet in Aiken, your SER Board of Directors met for its fall meeting on September 29. As usual, we had a full slate of items. Here's a summary of the main issues we discussed at the fall, 2012 meeting:

- The SER remains in very sound financial shape. See Treasurer Alan Mole's report in the meeting minutes.
- SER membership is up a bit to 1,186 members.
- Executive Advisor Bob Beaty, MMR, completed the revisions to the SER Superintendent's Handbook and they were approved by the Board. The revised handbook is available on the SER website.
- We plan to continue with the print version of the SouthErneR, with an expanded digital version available through our website link. The print SouthErneR is self sufficient, paid for by member subscriptions.
- Education Chair Peter Youngblood, MMR, will head a committee to review our current SER contest guidelines and definitions.
- We voted to discontinue mailing feedback surveys to non-renewing members. Instead, the superintendent's will solicit this information based on membership updates they receive from Membership Chair Tom Cusker.
- National has completed their Region boundary definitions and these have been adopted into our SER by-laws. All NMRA regions are now defined by county, rather than a combination of county and zip codes. Since the post office periodically changes and/or adds zip codes, this was causing members to be unexpectedly "moved" across region boundaries. Confusing and frustrating to members to say the least. Since County lines rarely change, the new definitions should alleviate this problem.
- A petition to move Pickett County, TN from the Cumberland to the Headquarters division was approved. This change affects only one member, who is the person that requested the change. The change was approved by members of both affected divisions.
- In an effort to keep members better informed of NMRA and SER news, we will be instituting an electronic SER Newsletter. The newsletter will only be available electronically – no print copies will be distributed. The newsletter will be brief and contain text only information of upcoming region events and news. We anticipate the newsletter coming out monthly, to be delivered via email. In a recent test emailing, we discovered over 100 "bad" email addresses on file. So, if you wish to receive this newsletter, please make sure your current email address is on file with national and with the SER Registrar.
- The Board decided not to make a financial contribution at this time to the proposed NMRA model railroad exhibit at the California State Railroad Museum in Sacramento. While the SER does desire to promote the hobby, it was felt our financial support would be better placed in support of regional museums and hobby-related venues.
- We are looking into a new region DVD to add to our current four offerings, and will consider another region car or structure project in 2014.

The next meeting of the SER Board of Directors will be in Memphis, TN, February 16, 2013. Meetings are open to all members and I encourage you to join us.

Until next time, may all your blocks be clear!

# WHITESBORO STREET YARD

*A minimum-space HO switching layout - by Paul Boehlert*



Here's an overall view of Whitesboro Street Yard as it sits in my bedroom, atop a cupboard. With this configuration, the railheads are 63 inches above the floor, which gives a great eye-level perspective when switching.



The trackplan of an Inglenook layout is very simple, as can be seen here. The track on the left holds 3 cars, and the other two tracks hold 2 cars each. In the distance, the yard lead can hold the switcher and 2 cars.



Three small cup hooks screwed into the layout fascia provide a place to hang the car tokens after they're drawn. Car cards or some other form of identification would work just as well, so use the system with which you're comfortable.



Penn Central #9542, with a nearly-new L&N boxcar in tow, trundles down the yard lead as the crew makes up the latest cut of three cars for pickup by the local.

I'm sure there are many SER modelers who have plenty of space to build their dream railroads—but I'm not one of 'em. Not long ago, I moved from the Atlanta area to my boyhood home in northern New York State to care for an aging parent. Building a new model railroad would provide me a great break from the daily grind, but it quickly became apparent that I was batting oh-for-three in the Basic Layout Necessities department; no space for a railroad, no time to build one, and no resources to devote to such a project.

I was able to overcome these obstacles, however, and the result is a neat little bookshelf switching layout I call Whitesboro Street Yard. It was feasible to build, even in my present circumstances, and has proven to be very satisfying and enjoyable. Care for a tour?

Whitesboro Street Yard, located on the outskirts of Utica, New York, is a small facility used by the Penn Central (this is 1969) to sort cars destined for industries in West Utica. In model terms, Whitesboro Street is also a 3-2-2 Inglenook layout.

## WHAT THE HECK IS AN INGLENOOK!

If you're not familiar with this design, the Inglenook is one of the most popular small trackplans in the hobby. It got its name and fame from British modeler Alan Wright's 'Inglenook Sidings' layout, which he exhibited at train shows and operated as a switching game. Thousands of Inglenooks have been built worldwide, as stand-alone switching pikes like mine or incorporated into more extensive model railroads. The trackplan is very simple and depicts a three track stub-ended yard, an arrangement often seen on the prototype as an interchange yard, industrial sidings or a branchline terminal.

Inglenooks are categorized by the capacity, in cars, of the three yard tracks. The classic 'Nook is a 5-3-3—in other words, the longest yard track can hold five cars in the clear, and the two shorter tracks hold three cars each. An HO scale 5-3-3 built to handle 40-foot cars measures a little over six feet long. I didn't have that much room, so my tracks hold 3 cars, 2 cars and 2 cars respectively (with half-carlength or so to spare), and the yard lead holds 2 cars and a locomotive. The overall dimensions of Whitesboro Street Yard are just 10 ½ by 54 ½ inches. Even this tiny layout, however, generates switching scenarios which are pleasantly challenging and fun.

## LAYOUT DESIGN AND CONSTRUCTION

My basic benchwork is nothing more than a 10 ½" by 48" piece of poplar stair-tread material, framed with 1x2s. This piece of lumber was a little too short to accommodate the entire trackplan, so I extended the yard lead 6 ½ inches using some scrap 1x2 stock. The backdrop was made from ¼"-thick MDF, which has remained warp-free in spite of temperature and humidity changes.

Whitesboro Street was simplicity itself to build: my trackwork consists of four lengths of Micro Engineering code 70 flextrack and a pair of Shinohara turnouts, held in place with tacky craft glue. The "power and control systems" are two wires from the track to the DC power pack. Keeping things simple, I uncouple cars by hand and use Caboose Industries ground throws to bend the iron. It's my belief that any modeler, regardless of experience, can build this little layout.

I built a top deck from some thin plywood and square wood molding, and added indirect lighting using a strip of super-bright LEDs. These do a great job and generate almost no heat. In addition, the valence frames the layout nicely, like the proscenium arch over a theatre stage.

Many small switching layouts have a gameboard-like appearance with minimal or no scenery, but I wanted my railroad to look nice as well as being fun to operate. No problem; a few simple plastic structure kits, some dirt and static grass, and three commercial trees do the job nicely. After all, there's only so much you can do in 504 square inches.

But no matter how attractive it is, or how much fun to build, the true enjoyment of a model railroad comes when you operate it. In that regard, I'd stack Whitesboro Street Yard up against any layout large or small.

## OPERATING AN INGLENOOK

As mentioned above, my layout depicts a small Penn Central storage and sorting yard. The operating rules for the West Utica Industrial District stipulate that all cars sent to the main yards down by Union Station must be pre-blocked, or arranged in a certain order, to simplify switching. This pre-blocking is accomplished by playing the Inglenook game.

An operating session begins with five cars spotted randomly on the three yard tracks. There's also an identifying token for each car, labeled with its reporting marks. I made these tokens using round cardstock key tags from the office supply store. To start the session, I place the tokens in a small container, mix them and draw one at random. You'll notice in the photos that there are three small hooks screwed into the front edge of the layout, over toward the left end. I hang this first token on the left-most of these hooks. Then I draw two more tokens in succession and hang them in order on the center and right hooks.

The job of the yard crew (that would be me) is to put together a cut of three cars for pickup by the local freight. This cut will be made up of the cars whose tokens we just drew, and here's the catch--the cars must be blocked *in the order the tokens were drawn*.

All the tracks in the yard are very short and there's no runaround track, so you'll need to plan ahead to make your switching moves efficiently. The random car-selection process means that some sessions will be more complicated than others, but I've never encountered one that's impossible to complete. At realistic speeds with pauses to pump off the air, it usually takes 10 to 15 minutes to assemble a three-car cut. I then remove those three cars and their tokens from the layout, replace them with three fresh cars and tokens from the storage shelf, and the cycle starts over again.

Unlike some switching games, an Inglenook doesn't require you to compete against the clock, or against another person. The object of the game is simply to block the outbound cars into the proper order under some pretty adverse conditions, which strikes me as a lot more prototypical than racing a stopwatch or counting moves.

You may have noticed that each freight car in the photos is a different color, and that the tokens are painted to match. This is my 'show setup', for use when I take Whitesboro Street to train shows and let visitors operate it. Color-coding my rolling stock makes the switching simpler for novices, helping them visualize putting the black tank car into the siding first, followed by the orange reefer and so on. At home, I simply use the first five cars which come to hand.

### SO THERE YOU HAVE IT

When this article and photos were prepared, the layout was just weeks old and barely complete. There's still lots to do; adding structure and scenic details (I'm doing phone poles and wires now), standardizing on Kadee #58 couplers and metal wheelsets, adding period-correct ACI label decals...I'll be busy for quite some time.

Small layouts are often built in response to adversity, and Whitesboro Street is no exception. But it also demonstrates that you can have an enjoyable model railroad in spite of severe limitations. It was simple and quick to build; I was operating by the end of the second evening. It's inexpensive, too, since I only needed one locomotive, a small power pack and a handful of cars. And no matter how short of space you might be, you've got room for this layout--atop a table or a cupboard like mine, under a bed, or on modular shelving brackets attached to a wall.

Despite its simplicity, affordability and modest dimensions, however, this layout is a real railroad with great modeling and operating potential. I hope you enjoyed your tour of Whitesboro Street Yard—and I *really* hope you'll build one like it.

*At Right* When first built, Whitesboro Street sat atop this low bookcase, but operating while seated quickly grew old. So it was moved to the tall cupboard at the foot of the bed, a great improvement in operating enjoyment.



*A view of the abbreviated street scene over on the right-hand side of the layout. These buildings not only provide something for non-operators to look at, they conceal part of the yard lead and make the whole layout look larger.*



*Tucked behind the stores is the old Utica Steam Boiler works. No longer rail-served, it looms over the yard lead just like its prototype did for many years, ultimately outlasting the yard trackage.*



*This wide shot of the middle of the layout gives a good overall look at the trackplan, which hardly needs explanation. The photos and dimensions in the article should enable you to build an Inglenook just like mine.*





# Scouts Corner

Bill Ello - SER Boy Scout Coordinator



print) provides the module requirements of 68 inches long by 12 inches deep as the "finished" dimensions. The materials list also lists a piece of 3/4 inch plywood 68 inches long and 12 inches deep as a "suggested" size. Not a lot of information for the NOVICE, but a Model Railroading Hobbyist can bring experience and learned skills into play. This is a perfect application of MODULAR RAILROAD CONSTRUCTION PRACTICES. The diagram below presents the basics for construction of the BSA Supporting Module.

The Materials list for this Supporting Module Construction should read as follows:

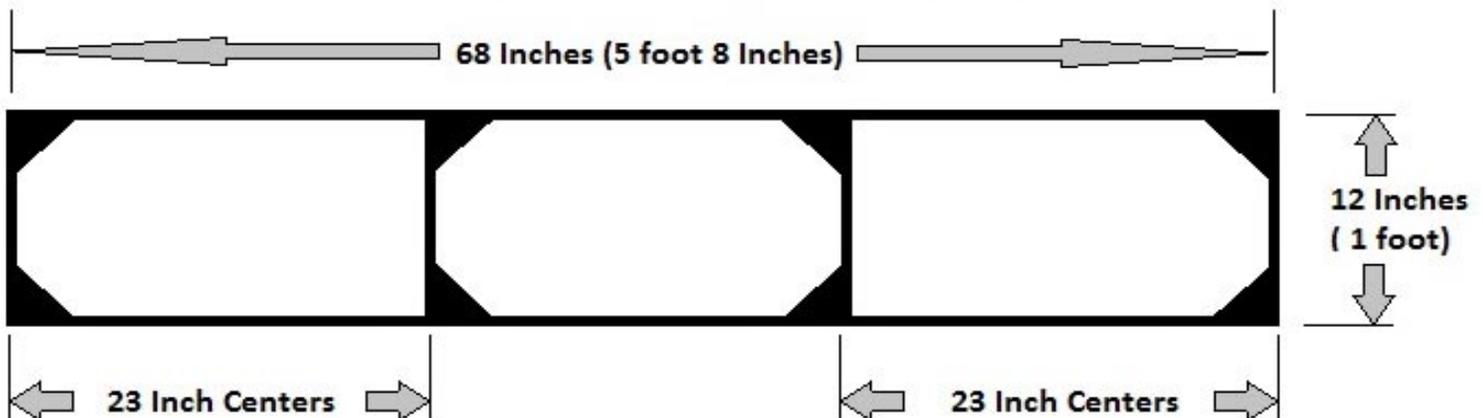
- ONE sheet of ONE GOOD SIDE PLYWOOD (FLOORING) -- 68 inches long by 12 inches deep. The BSA instructions specify 3/4 inch thickness. THIS IS OVERKILL! You can use 5/8 inch, 1/2 inch or better yet 3/8 inch thick plywood for your top. If you are going to use Homosote as a sub roadbed rather than cork, you can probably get by with 3/16 or 1/4 plywood material after LIBERALLY gluing the Homosote to the plywood top. THE ONLY HARD REQUIREMENT IS THAT EVERYTHING MUST BE CUT ACCURATELY AND SQUARELY!
- Two Pieces of DIMENSIONAL CUT LUMBER (1x3 or 1x4) are used for the Module Side Rails (Front and Back Stringers). If you are concerned by weight issues YOU CAN RIP 5/8 or 1/2 inch thick Plywood into 3 or 4 inch deep strips for the rails (stringers).
- Three or Four internal separation stringers cut from 1x3, 1x4, or your own ripped plywood pieces (1/2 inch or 5/8 inch thick plywood). These stringers are inserted BETWEEN the side rails VERTICALLY for a finished size of 12 inches deep. Three or four stringers are needed -- dependent upon the top plywood's thickness or your personal comfort level.
- Six to Eight 90-45-45 degree Triangles serve as internal braces ensuring a ridged frame (depending on the number of internal stringers you are utilizing).
- Sufficient screws and glue (I really recommend Plybond or Titebond water soluble types). This is a PERFECT

AS WITH ALL BSA PROGRAMS, ALL THE MATERIALS THE BOYS ARE REQUIRED TO KNOW AND COMPLETE THE MERIT BADGE ARE CONTAINED WITHIN THE COVERS OF THE MERIT BADGE PUBLICATION. All we as Merit Badge Counselors need to accomplish is helping the Scouts understand the provided materials, clarify any items not adequately understood, and "Test" or "Review" the required elements and BOY CHOSEN ITEMS. These materials must be under control of the Scout Merit Badge Student. During National Merit Badge Reviews sometimes "disjointed" materials can occur. In the current Railroading Merit Badge Program many signal types are referred to, but no examples are provided for the Scouts. This is when a knowledgeable Counselor can make a real difference in the quality of the Merit Badge Achievement process. The same admonition applies to construction and general information about the BSA Time Saver Layout or module.

The Materials concerning the BSA Time Saver start on page 59 of the current Merit Badge Pamphlet and go on for a SCANT PAGE AND A HALF. NO SOLUTIONS, NO HINTS FOR THE SCOUT OR ANY ADULT TRYING TO EXECUTE THE MATERIALS! You will need "to read between the lines" to ferret out what you need to know. The track diagram on page 60 and the material list on page 59 within the BSA Pamphlet provide the MAJOR POINTS OF REQUIRED INFORMATION. The diagram (in small

## Modular Framework for BSA "Time Saver"

Please note the use of 90-45-45 Triangles to Reinforce Corners



All Side Pieces and Cross Member Elements are Placed VERTICALLY

You can use 1x4 or 1x3 Pre Cut Dimensional Lumber



# Late Night at Grand Rails 2012

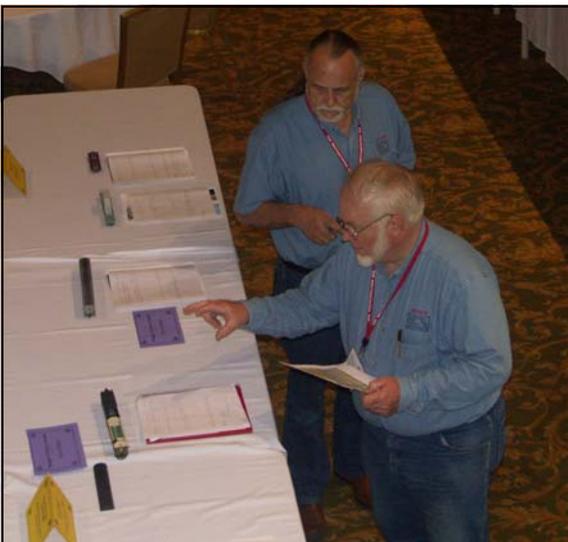


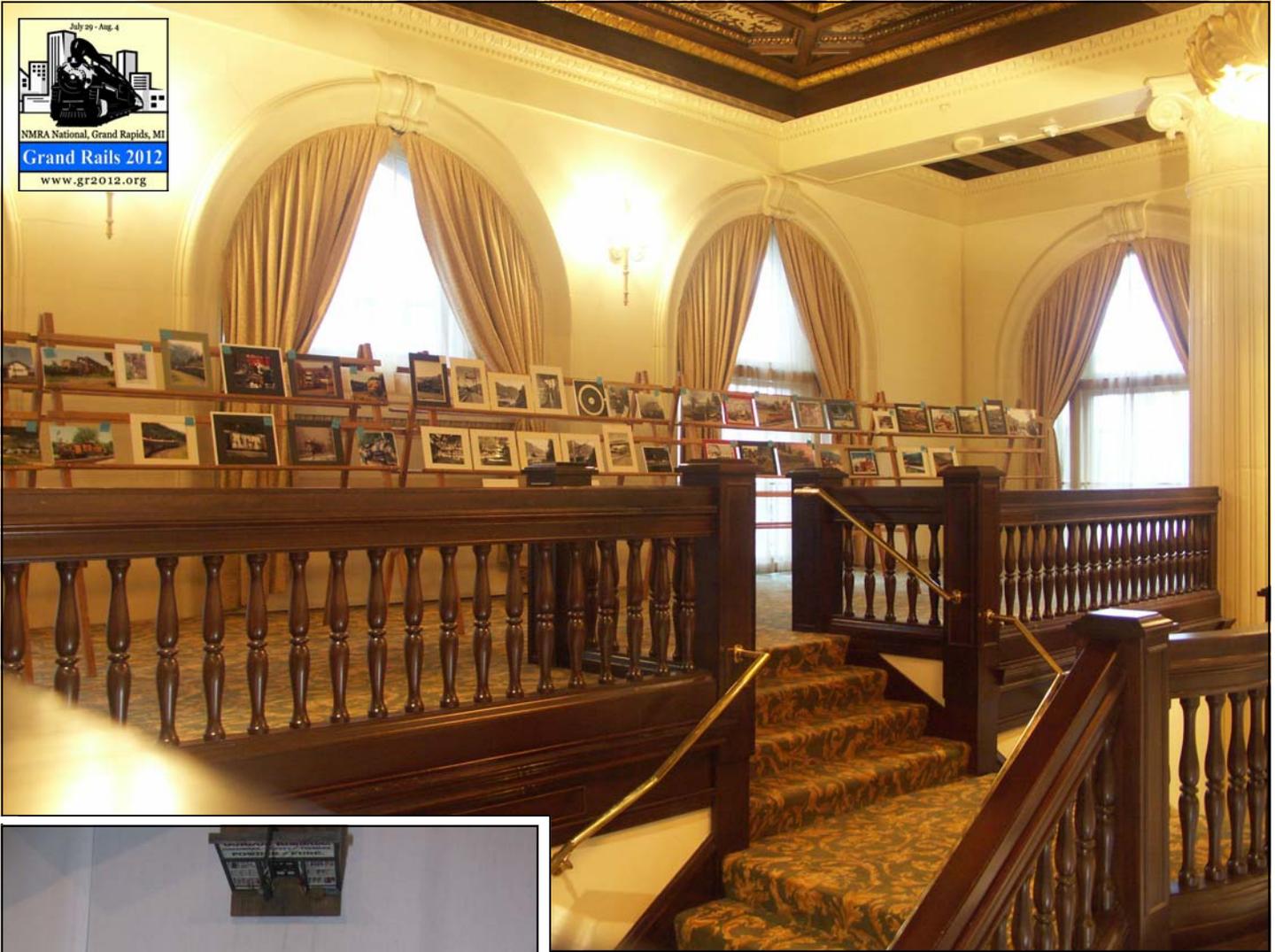
Working late into the night, both the NMRA contest crew and both of the NMRA editors check over and record the contest results in the cavernous former bank, part of the hotel at Grand Rails 2012.

At right we see Editors Cinthia & Stephen Priest, MMR, photographing winning model entries.

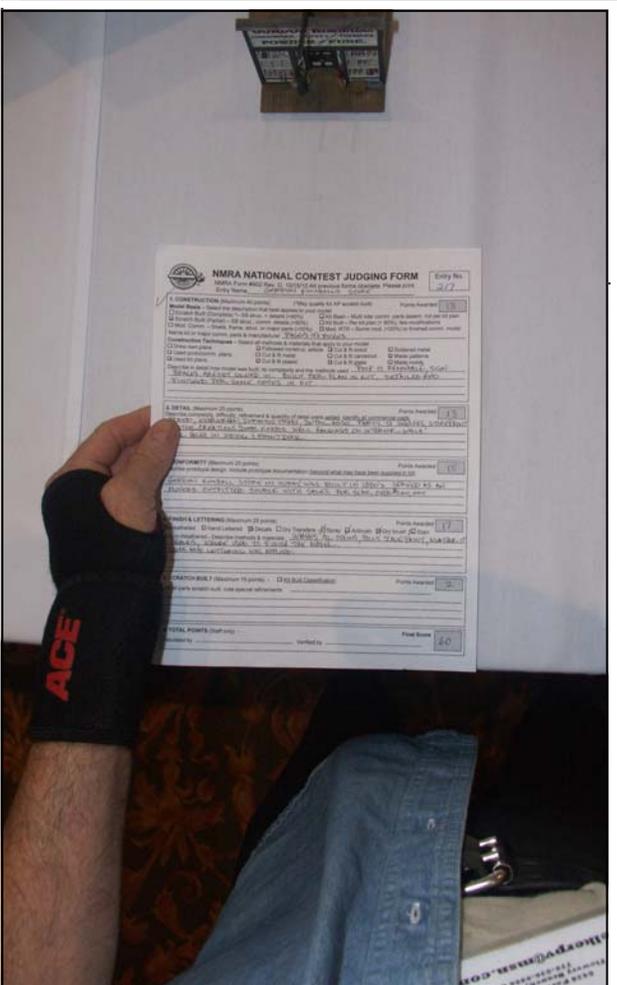
In the photo below we see Chief Judge Allen Gross, MMR, behind Larry Cannon, MMR checking over and verifying the results of each contest entry.

All photos by SER Editor & NMRA Photo & Pass Chair Paul Voelker





Above we see four of the five photo contest easels that were set up on the second floor balcony. This year's photo contest was a bit "thin" on entries and will go into the record books for the lowest photo turnout in the past 25 years with only 45 entries! (Let's **NOT** repeat this in Atlanta guys & gals!)



In the photo at left, I am studying one entry's Judging form which shows that entry's scores in each judging category and its overall score.

In the photo below we see NMRA Contest Chair Bob Hamm, MMR with Ken May (one of Bob's assistants) working on Ken's laptop computer. Ken is reading off contest results to Bob who is entering the data. The area where they are working is where the former bank's vault was located.

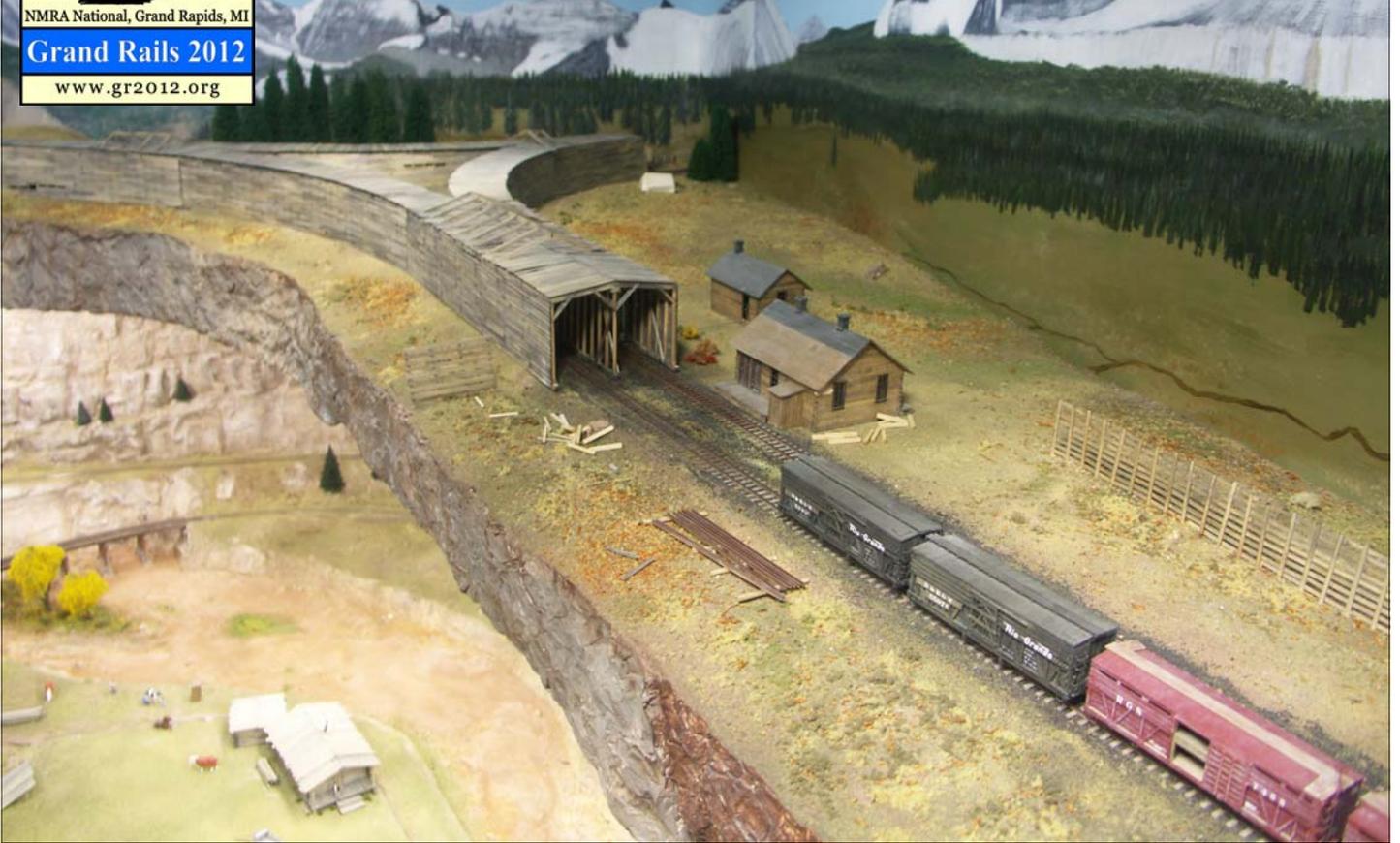


July 29 - Aug. 4



NMRA National, Grand Rapids, MI  
**Grand Rails 2012**  
www.gr2012.org

# Don Bergman's **RIO GRANDE SOUTHERN**



**Rio Grande Southern** This is a rather famous narrow gauge railroad that ran in the mountains on the western side of the state of Colorado. While not as well known or modeled as sister Colorado narrow lines Denver & Rio Grande or Denver, South Park & Pacific (later Colorado & Southern), the RGS does have a very dedicated following. Both the D&RG and the RGS operated out of Durango and so are frequently modeled together as SER member Jim Hoffman does in the Atlanta area. Jim's layout will be on tour during this year's Piedmont Pilgrimage and will also be on one of the many layout tours during the 2013 NMRA Peachtree Express Convention next year.

However the layout shown here belongs to Don Bergman. Don's layout was on one of the self-guided tours during the Grand Rails 2012 NMRA Convention in Grand Rapids, MI this past summer. Ken May and Contest Chair Bob Hamm, MMR planned to drive over to see this narrow gauge layout after we closed the room at 6 pm. I've had some interest in the RGS and had even driven down some of the abandoned RGS right-of-way after the 1991 NMRA convention in Denver. Normally I don't go on layout tours during an NMRA convention, however since there were very few entries in the contest room after the first day (and so little work to do), I decided to tag along.

As it turned out, this was a very interesting multi-level layout, worth seeing in its own right for how the layout was presented and constructed. While not very profitable, the RGS ran through some spectacular Colorado scenery which is the primary reason it is often modeled. Much of that spectacular scenery has been portrayed on this layout in an interesting way. The demarcation between the different levels is not straight forward as with most layouts as one scene tends to blend into another as you rise in elevation, often with no fascia used between different levels. Hopefully you will be able to see what I mean in the following series of photos - as usual I shot a lot of them!

NMRA Photo & Pass Contests Chairman (and SER Editor) Paul Voelker

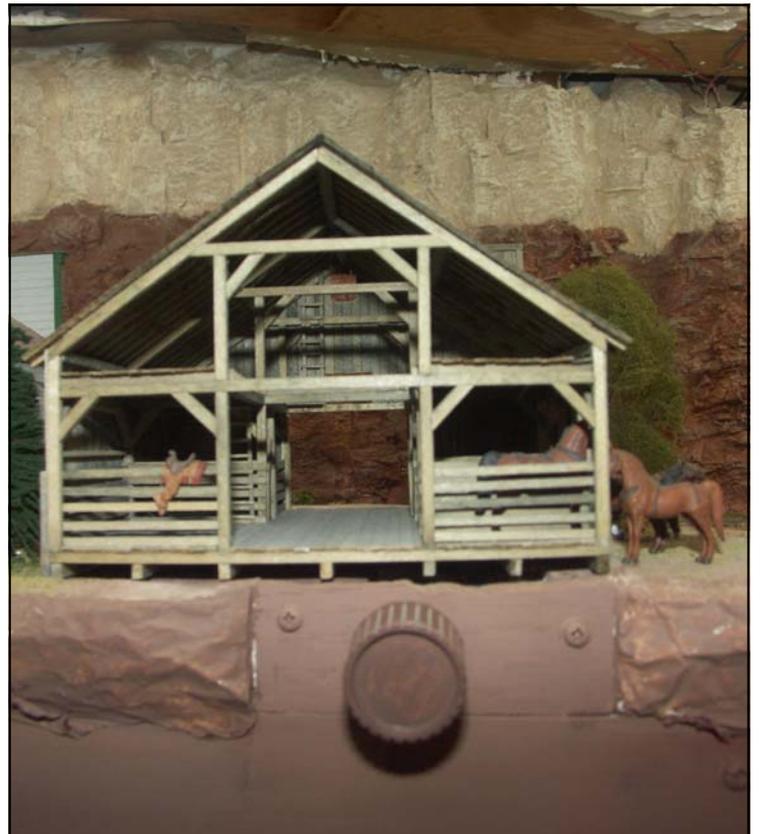
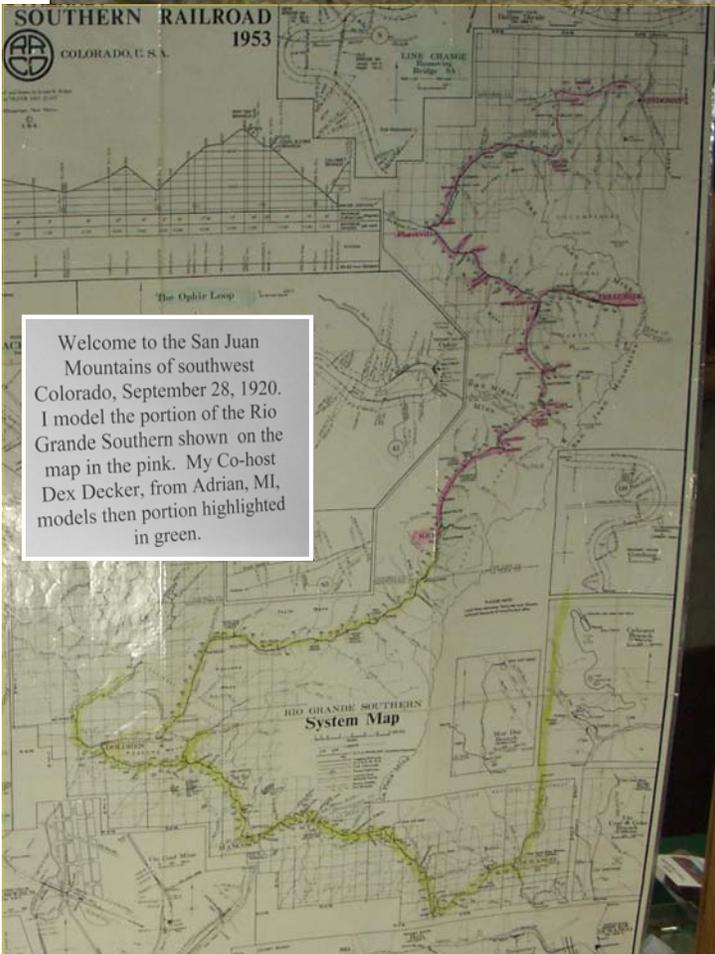






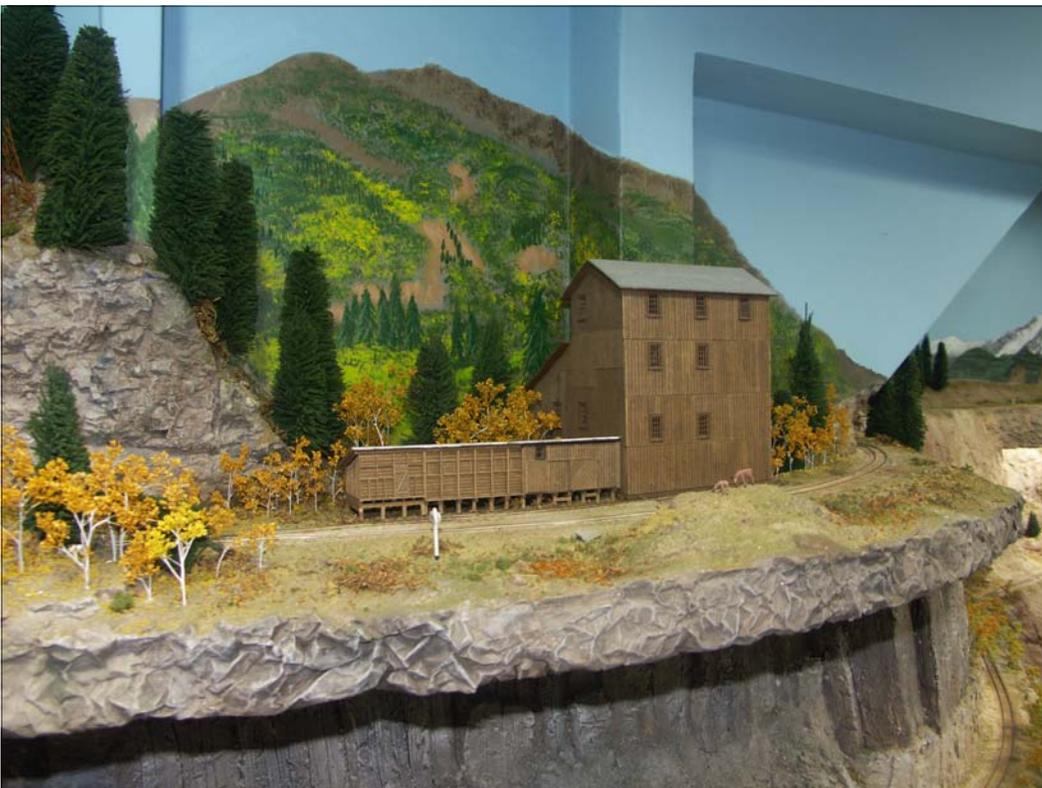
Rio Grande Southern layout owner Don Bergman is seen above.  
Co-host Dex Decker is seen at right talking to NMRA Contest Chair Bob Hamm, MMR.  
Ken May can be seen peering around the mountain in the photo below.











In the photos above, at left and on the previous page, notice how the different track levels blend into one another vertically within the scenes. There is very little Masonite fascia used between levels on the layout.

This effect is best illustrated in the top photo where the scenery at right behind the trestle takes on a cave-like appearance.

The layout carries this effect to a near-extreme level making for a very interesting presentation and something very neat and easy to photograph!







In addition to being beautifully presented, Don's layout is an operations-type layout as can be seen in the photos on this page. Throttle-holders, clip boards, car cards abound. The layout is DCC powered and some of the wiring and power modules can be seen at left. Seen below are slide switches used to control and power the turnouts on the layout.





# Editor's Soapbox



**Gee, what FUN!** This was my first Piedmont Pilgrimage tour where my layout was one of the destinations. The last time I had visitors to my house, other than family, was over nine years ago so a massive clean up and maintenance overhaul was needed to make my house presentable to visitors! The layout itself only became operational two weeks earlier and then only on DC, but it was enough. During my open house every track was working except the reversing track, and Attaway Sand & Gravel which was never powered.

It had been a busy year for me even before I signed up to have my layout on the Pilgrimage tour. It seemed at the time like a simple enough idea to be part of the tour but what I didn't realize was exactly WHAT would be involved in that decision. Part of the problem was trying to find the time to work on the layout what with all of the other things I am involved in at both the region and national levels. And then of course there is my six day, 48 hour bills-paying job that always seems to get in the way!

But there were some accomplishments and one heck of a lot of work along the way. In September I made the last payment on the mortgage. Then after much thought and hand-ringing, I completely rearranged the living room which created the space I needed to really be able to work on and use the train layout set up there. That looming tour date also forced me to put up a new light in the living room (after thinking about it for ten years) and also to get the layout wired and operational.

A couple of days before the tour I had populated the railroad with cars by running a series of switching problems starting with nine cars on the staging track and using an SDP35 in UP colors as my switcher. Ultimately for the open house there were 34 cars & 2 locomotives on the layout. Ten of the cars were on a train running the loop and being pulled by a new SP Tiger-striped S4 switcher while the SDP35 sat on a track at Jurassic Locomotive Works. Ultimately the railroad will operate about 45 cars.



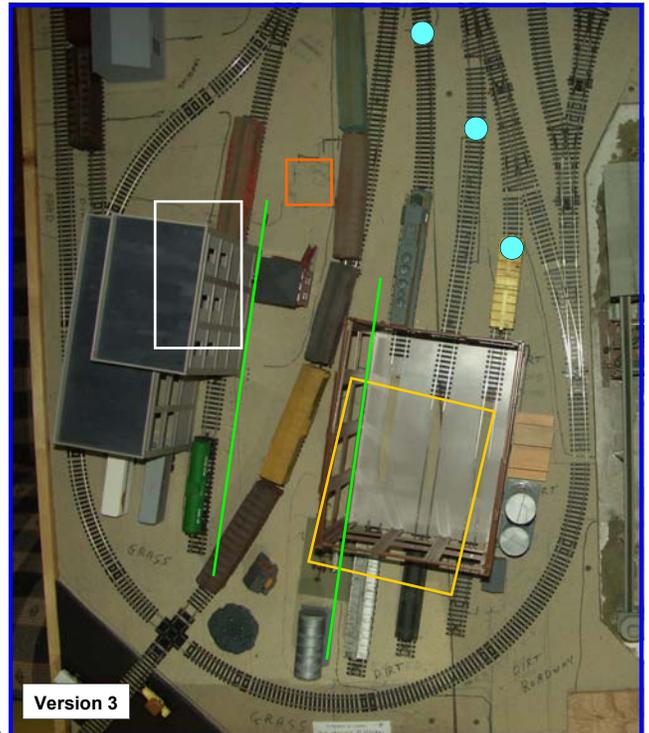
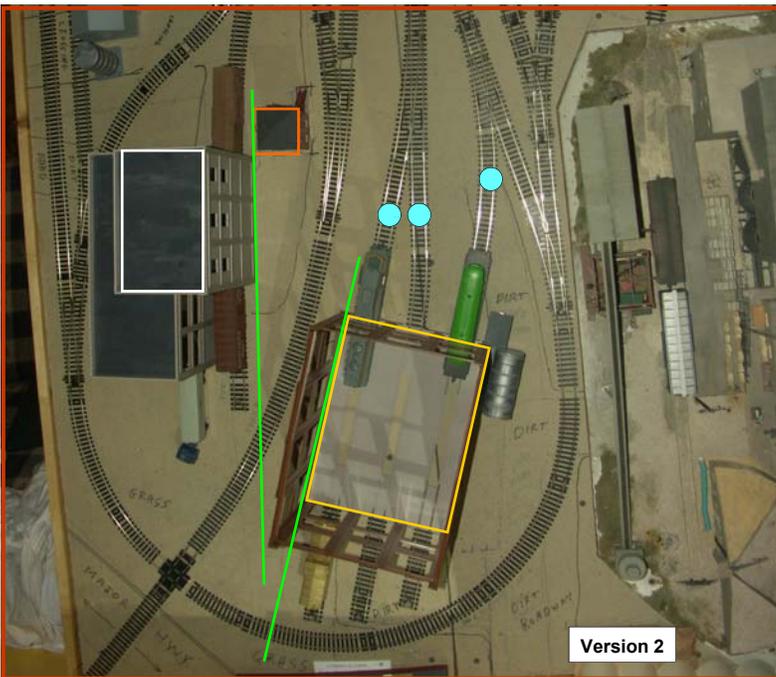


Now if you had looked closely at the photo on the previous page, you will have noticed that there have been some track and structure location changes since I last wrote about the layout. Yeah well, here is the deal, that time I said I was satisfied with the design, but reality then set in. The thing that always has bothered me was to have enough room at each building for truck and trailer traffic to realistically access the buildings. Just because “you” can place a trailer or truck at any building’s loading dock does not mean that an actual truck driver could actually maneuver into that same position. Too often that part of the equation is not very well thought out by us model railroaders. For me (fortunately) I am modeling a time period where 40 foot trailers were the exception and not the rule but you still need space to maneuver even small trailers. The photo above shows the original location for both REA and Hagan Creamery. Hagan was eventually moved backwards to about where the tower sits here and the two tracks in front of REA were relaid. Notice that the left turnout in the white circle in the top photo is now a right turnout in the photo below. This created more space for trailers at REA but it still wasn’t enough (see next page). The photo below shows the arrangement now.





The photo at left above shows the second version and at right the final version. In the second version Hagan was pushed back and its two tracks extended in length which allowed for 4 cars on each track, 2 of which were in the building. REA could hold 5 50-ft cars or 6 40-ft cars however there was just barely enough room to park 32-ft trailers at the building without a loading dock! Before going to the SER convention in Gatlinburg I had an idea to rearrange the locations of Hagan & REA from side by side to inline. This would involve a lot of tack changes, more than I wanted to do so I went off to the convention and thought about it. When I got back, I went ahead and made the changes resulting in the track plan at right. Both Hagan & REA hold 5 40-ft cars and there is a separate ramp track holding 1 40-ft & 1 50-ft car. Fewer cars but MUCH better and more realistic truck access (even 40-ft) and the ramp can be used without having to cross over an active track!



Here we have a case study showing three different track arrangements to access a building, in this case Jurassic Locomotive Works seen in yellow outline in the two photos above. In **Version 1** I used a three-way turnout which ate up a lot of space (light blue circles = clearance points). Then in **Version 2** I tried two turnouts off the lead & split one of those with another turnout. I gained more space for the building but I still wasn't satisfied. **Version 3** includes a large wye off the mainline to access one stall with the other two stalls accessed by two turnouts off the lead, this gave me the most space for the building and its tracks. While I was at it I decided to realign the other two buildings (the tower and Franklin Press) on the other side of the mainline to parallel Jurassic. Aside from increased visual appeal, the tower crew can see every crossing and all but two of the turnouts on the railroad!





# Education Department

Peter Youngblood, MMR

## **TRAIN IN' CAMPS**

Here in the SER's (Southeastern Region) Piedmont Division we wondered several years ago if helping our Division's model railroaders develop certain skills wouldn't only benefit them individually, but also encourage overall membership enjoyment, productivity, even retention. Believing a novice can easily be overwhelmed by what he sees in monthly

clinics given by more advanced modelers, or hears terminology foreign to his modeling vocabulary, it was decided to create an Out Reach teaching program given the self-explanatory "Train In' Camp" play-on-words name. From beginner to intermediate modeler, the program has proved quite popular. In keeping with that belief of "reaching out to help someone" is just as neighborly in our hobby as outside of it, the positive impact has been most gratifying to our participating "students" and those of us volunteering as camp instructors.

The planned annual Train In' Camp curriculum is primarily determined each year by members' interest and relative cost. Topics chosen can include "Basic Layout Design," "Basic Benchwork & Track Laying," "Beginning DCC," and "Basic Scenery," all known as beginners' favorites which can be interspersed with intermediate modelers requests, i.e.: "Installing DCC Decoders," "Air Brushing 101" or "The Achievement Program." Scheduling dates and location is the responsibility of our Division's elected Director of Operations as coordinated with our Division Superintendent. They also solicit volunteer instructors from the Division membership, typically individuals who possess advanced skills in one or more scheduled subjects. Train In' Camps are held quarterly, usually on a Saturday as an all day course from 10:00 a.m. to 4:00 p.m. with a one hour break for lunch. Advertised on the Division website, in print in our Division's quarterly "Timetable" and promoted by announcements at monthly Division meetings, enrollment is typically no greater than a dozen students on a first-come, first-served basis who sign up with our Director of Operations. Infrequent are the times when a class isn't filled. This relatively small class size is manageable for the space allocated gratis to the Division by local Hobbytown USA & allows for more intimate instruction from 2 or more assigned instructors.

Our Train In' Camps do not use formal lesson plans. Informal guidelines are sufficient and "How To..." books and flyers are referenced or shown. In some instances, simple bullet-point type handout material is provided. Mainly students are shown a sample of the finished product, then guided hands-on and verbally through the construction of the same. A good example is the small, beginner's scenery kit by Woodland Scenics, a complete make-and-take diorama using a good cross section of their readily available scenery materials. Students pre-pay only for the cost of materials when needed for a particular camp subject and are given a 10% discount as NMRA members. If tools are required, advance notification is given to bring their own (i.e. soldering iron, solder, etc.). Because the location is free and instructors volunteers, any cost remains nominal.

The fun, informality and success of our Train In' Camp sessions reinforces our belief that learning beginning or new skills shouldn't only achieve the intended educational goals, but should also provide another valuable opportunity for membership enjoyment and retention in the NMRA. Our students heartily agree. Give it a try in your Division. You'll have a good time and a positive result.

Peter Youngblood, MMR  
SER Education Program Chair

## **12 LAYOUTS**

Videotaped by Norman Lundin and Peter Youngblood, MMR, have now been edited and posted to **YouTube** to help promote the **2013 Peachtree Express NMRA National Convention**.

**To access the video clips go to: <http://www.nmra2013.org>  
...then click on the **YouTube logo** at the bottom of the page.**



**PEACHTREE EXPRESS**  
**NMRA NATIONAL CONVENTION**

[nmra2013.org](http://nmra2013.org)

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Artwork by Michael Tylick, Charlton Hill Productions



# Welcome New Members

New Members who joined between August & October 2012

Name	City, State	Div.
Bruce Rayle	Huntsville, AL	01
John F Rowles III	Cantonment, FL	04
John J Gilson	Dallas, GA	05
Steve Jean	Canton, GA	05
Charles Aycock	Marietta, GA	05
Steve Bachman	Atlanta, GA	05
Chris Haon	Marietta, GA	05
Len Parsons	Dunwoody, GA	05
Donald Withers	Canton, GA	05
Jeffrey Meadowcroft	Greenville, SC	07
Laurence D Conn	Germantown, TN	10
Charles Brumbelow	Shelbyville, TN	11
Cindy Carlton	Shelbyville, TN	11
Ed Carlton	Shelbyville, TN	11
Donald Garrison	Franklin, TN	11
Robert McGranaghan	McMinnville, TN	11
Michael R Vest	Greenbrier, TN	11
David Finger	Morristown, TN	12
Matthew Gilbert	Rogersville, TN	12
John W Dodge	Bristol, TN	12
Art Ewing	Ten Mile, TN	12
James Craven	Evensville, TN	13
Wilma Craven	Evensville, TN	13
John Chmelik	Asheville, NC	15

## Updated photos & corrected names for: SER ELECTION RESULTS 2012

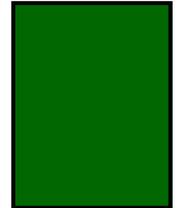
New\* & Returning Officers, Directors, & Committee Chairs



**Asst. Treasurer**  
 Dean Odiorne



**Education Asst.**  
 James "Buddy" Black\*



**Member Aid**  
 Open

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**ATLANTA, GEORGIA July 14 - 20 For information and registration: [nmra2013.org](http://nmra2013.org)**

# SOUTH EASTERN REGION DIRECTORY

## OFFICERS

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69 Ballantree Dr., Asheville, NC 28803-2065

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**3 Dixie:** Phil Hutchinson (334) 272-1923 [Philip\\_hutchinson@msn.com](mailto:Philip_hutchinson@msn.com)  
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Tom Shallcross 931-484-7565 [chipmonk@frontiernet.net](mailto:chipmonk@frontiernet.net)  
14 Briar Court, Crossville, TN 38558-8810

**14 Magnolia:** Troy Lee Hight (601) 389-5370 [TRHg@aol.com](mailto:TRHg@aol.com)  
10341 Highway 16E, Philadelphia, MS 39350-3730

**15 Land O' Sky:** Ken O'Brien 828-696-9436 [kobrien1600@live.com](mailto:kobrien1600@live.com)  
550 Patterson Road, Hendersonville, NC 28739-7846

## 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.

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ATLANTA, GEORGIA July 14 - 20 For information and registration: [nmra2013.org](http://nmra2013.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](http://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.

## LOCAL SHOWS & EVENTS

### GEORGIA

#### January 26 & 27, 2013 Savannah

**Coastal Rail Buffs 24th Annual Model RR & Train Show**  
Armstrong Atlantic State University Sports Center  
11935 Abercorn Street, Savannah, GA 31419  
Saturday 10:00 am to 5:00 pm  
Sunday 10:00 am to 4:00 pm

Savannah's model railroad club, Coastal Rail Buffs, annual show will feature the Southeast Georgia Free Mo Modular layout; a wild-west themed O-scale layout; the N.E. Florida Model RR Club HO layout and an N-scale layout by Three Men and a Little Choo-Choo. General admission \$5.00. Seniors, Students get in for \$4.00 and Active-duty Military and children under 12 are FREE! Show takes place in The Sports Center of Armstrong Atlantic State University, 11935 Abercorn Street, Savannah, GA. Go to [www.coastalrailbuffs.org](http://www.coastalrailbuffs.org) for more information.

#### February 1-3, 2013 Callaway Gardens

**Southern Rails**  
Callaway Gardens, Pine Mountain, GA  
Show director Ray Montgomery invites you to attend "SOUTHERN RAILS", a "traditional meet" for rail fans, modelers, and specialty railroad vendors. It will be held at Callaway Gardens during the first week-end in February. The meet, formerly called "Narrow Gauge Railway Day", will have a more "down south" slant and will include traditional elements like clinics, contests, vendors and above all fun. As a plus your family can visit Callaway Gardens while you attend the meet! Additional information is available at their website:  
[www.SouthernRails.org](http://www.SouthernRails.org)

# THE CLUB CAR

This is a list of clubs and organizations in the South Eastern Region. Most have some NMRA members. If you have a club that is accepting new members or visitors, please send the information to the editor at: [voelkerpv@msn.com](mailto:voelkerpv@msn.com). Please note, you must provide a contact name and phone number! If you have a website you can send us the URL as well!

**Atlantic Division 8** Conway, SC, Dean Belowich 843-365-4008  
Coastal Rail Buffs, Savannah, GA., Nate Stone, (912) 354-2606  
<http://www.coastalrailbuffs.org/>  
Charleston Area Model Railroad Club, North Charleston, SC.  
<http://www.chamrc.com> or Tom Van Horn at [vanhorn@chamrc.com](mailto:vanhorn@chamrc.com)  
Golden Isles Model Railroad Club, Brunswick, GA. Helio Valdes 912-261-2478  
<http://groups.yahoo.com/group/GIMRRC/>

**Bluff City Division 10** Bartlett, TN, Mike Fleming, (901) 467-7138  
The Memphis N-Scale Road Railers  
The Memphis Society of Model Engineers—The 1<sup>st</sup> Saturday Night Group meets at the Highland Street Church of Christ, at 7:30 PM contact Ned for additional information at: [nssavage@juno.com](mailto:nssavage@juno.com)

**Central Savannah River Division 9** 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](http://www.midsouthlivesteamers.org) [midsouthlivesteamers@yahoo.com](mailto:midsouthlivesteamers@yahoo.com)  
Nashville NTRAK, Nashville, TN., Mike Curtis (615) 479-7663,  
4900 Rucker Christiana Road, Christiana, TN 37037 [macurtis@comcast.net](mailto:macurtis@comcast.net)  
<http://www.nashvillentrak.org>  
Nashville Garden Railway Society, Nashville, TN., Ross Evans (615) 292-6555  
Tennessee Central Railway Museum, Nashville, TN.,  
Terry Bebout, (615) 244-9001 FAX -2120 [terry.bebout@earthlink.net](mailto:terry.bebout@earthlink.net)  
<http://tcr.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.mgbr.org](http://www.mgbr.org)  
Southeast Alabama Model Railroad Club, Dothan, AL  
Mike Porterfield, (334) 774-0720  
[mporterfield103@charter.net](mailto:mporterfield103@charter.net)  
Wiregrass Steel Wheels Sub-Division, Dothan, AL  
Danny Lewis, (334) 803-0425

**Empire Division 6** Bonaire, GA., Bill Attaway 478-954-9200  
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](mailto:mgmrc@cox.net)  
<http://members.cox.net/mgmrc/>  
CGMRC - Central Georgia Model Railroad Club, Macon, GA  
Ken Preston, [kenp22@bellsouth.net](mailto: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](mailto:wrjones845@aol.com)  
[www.trainweb.org/mgr](http://www.trainweb.org/mgr)  
Thomasville Model Railroad Club, Thomasville, GA., Ben Strickland (912) 465-3730

**Gulf Division 4** Pensacola, FL, Terry Tucker (850) 723-5390  
Caboose Club, Foley, AL Charles Ebert  
Consolidated Model Railroaders (CMRX), Panama City, FL  
Contact: Buddy Black 850-624-6240 [black@novatechnologies.com](mailto: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](http://www.ecgrc.com)  
Miracle Strip Model RR Club, Shalimar, FL Chris Beard (850) 244-0161  
[www.geocities.com/miraclestriprrclub](http://www.geocities.com/miraclestriprrclub) [nandp@cox.net](mailto:nandp@cox.net)  
Mobile Society of Model Engineers. Dave Miller (251) 645-2296  
Pensacola Model Railroad Club (PMRC), Pensacola, FL  
[www.PMRC.us](http://www.PMRC.us) HO Division - Steve "Chip" Borona (850) 384-3206  
N Division - Terry Tucker (850) 723-5390; Z Division - Glen Hall (850) 982-2795  
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](http://www.wfrm.org)

**Headquarters Division 13** [www.grampas-trains.com/headquarters.htm](http://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](http://www.camrc.org)  
Ed Juare (423) 598-9925 [railfan@ejp.com](mailto:railfan@ejp.com)  
Chattanooga Society of Model Engineers, Dunlap, TN  
<http://csme.livesteamtrains.com> Andy Morrison (423) 344-8502  
Crossville Model Railroad Club, Crossville, TN, Mike Ferry (931) 788-1828  
[ferry@citlink.net](mailto:ferry@citlink.net) [www.crossvillmodelrrclub.org](http://www.crossvillmodelrrclub.org)

**Land O'Sky Division 15** Hendersonville, N.C., Ken O'Brien 828-696-9436  
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](mailto: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](http://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](mailto:charlesdick@bellsouth.net)  
Redstone Model Railroad Club, Huntsville, AL

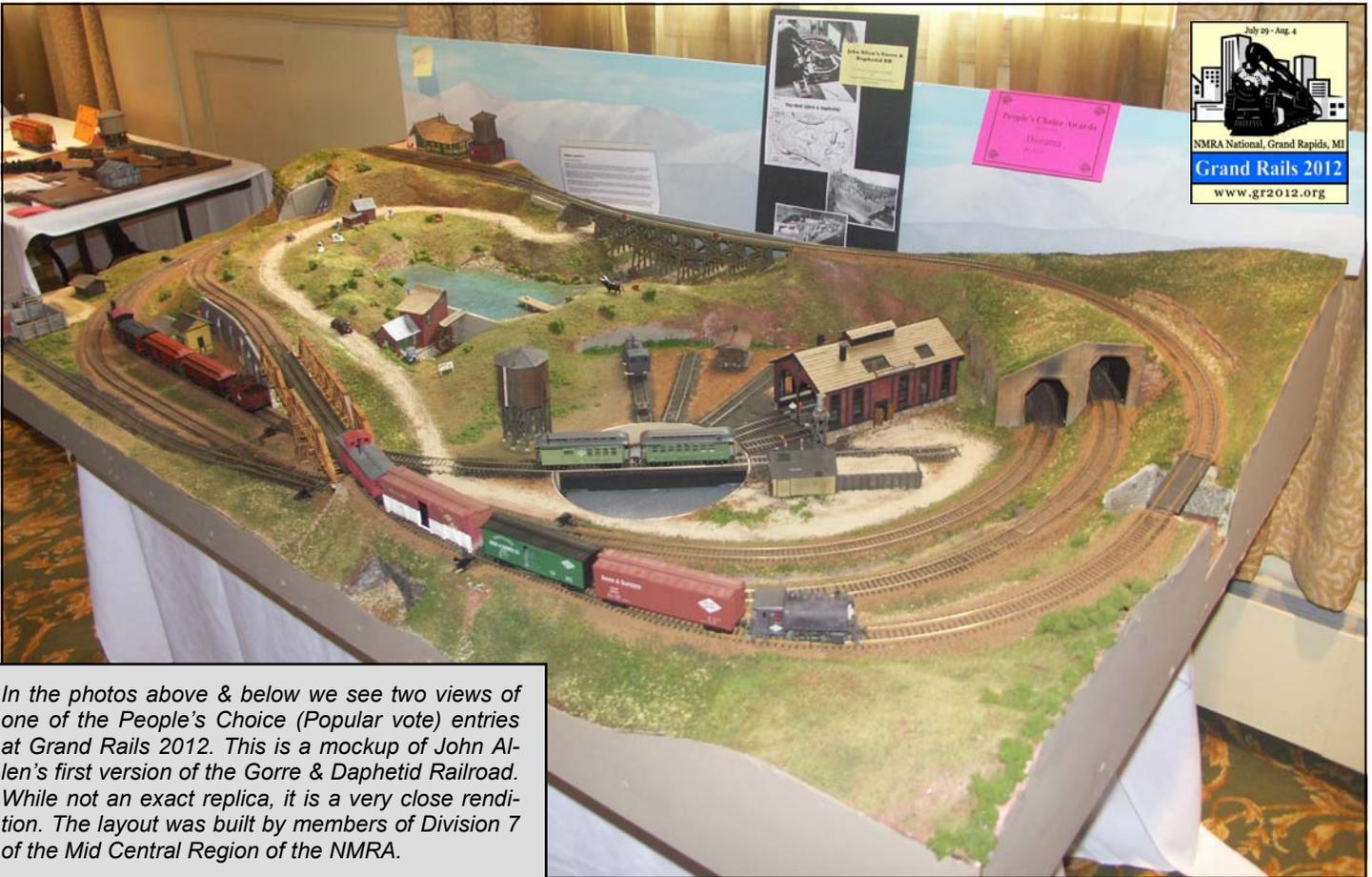
**Palmetto Division 7** Greer, SC, Jack Varadi (864) 968-2436  
Associated Model Railroads of Columbia (AMROC), Columbia, SC  
Clark Gregory 803-781-7912 [www.amroc.org](http://www.amroc.org)  
Carolina Garden Rails All scales that run on 32 and 45 mm gauge track, battery, and  
live steam power. Dave Graley [dgraley@bellsouth.net](mailto:dgraley@bellsouth.net)  
Central Railway Model and Historical Association (CRM&HA), Central, SC  
Jim Reece 864-855-3379 [www.crmha.org](http://www.crmha.org)  
Piedmont N' Southern, Greenville, SC  
Michael Offik 864-884-2165 [www.piedmontnsouthern.org](http://www.piedmontnsouthern.org)  
The Carolina Conspiracy (On30 modular club)  
Andrew Gillette [amn\\_a\\_gillette@yahoo.com](mailto:amn_a_gillette@yahoo.com)  
[http://groups.yahoo.com/group/carolina\\_on30conspiracy/](http://groups.yahoo.com/group/carolina_on30conspiracy/)

**Piedmont Division 5** Marietta, GA., Charlie Crawford 770-565-1845  
[www.piedmont-div.org](http://www.piedmont-div.org)  
Atlanta Interlocking Model Railroad Club, Charlie Crawford 770-565-1845  
<http://home.earthlink.net/~willes/>  
Chattahoochee Express Operating Group, Bob McIntyre (770) 518-8932  
Georgia Association of Narrow Gaugers, Pat Turner (423) 744-0429  
<http://groups.yahoo.com/group/georgiangaugers>  
[GeorgiaNGers@yahoo.com](mailto:GeorgiaNGers@yahoo.com)  
Georgia Garden Railway Society, Dan Michel [ggrschair@hotmail.com](mailto:ggrschair@hotmail.com)  
[www.ggrs.info/](http://www.ggrs.info/)  
Georgia Society of Ferroequinologists, Marietta, Bob Hoenes (770) 422-0081  
Jasper Roundhouse, Jasper, GA, Jim Derr [jaderr@alltel.net](mailto: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](http://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.nglrc.org> OR [questions@nglrc.org](mailto:questions@nglrc.org)  
North Georgia Modurail, Jon Cook (770) 993-9620  
Northwest Georgia N Track Club -  
P.E.P.S.I. Lines, 220 Washington Street, Gainesville, GA  
Railroad Model Club of Atlanta, Bob Poppel, (770) 934-4067  
S-COG Southern Crescent Operating Group  
Joe Gelmini (770) 460-8873 [papagel@comcast.net](mailto:papagel@comcast.net)  
Southern O Scalers, Dan Mason, 770-928-8618, [Daniel@Masonlawfirmga.com](mailto:Daniel@Masonlawfirmga.com)  
Tri-State Area Model Railroad, Inc., Gordon Tuenge, (706) 455-8903  
[gotrains@yahoo.com](mailto: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](mailto:fredjalsop3@earthlink.net)  
<http://memr07.t35.com>

**Steel City Division 2** Birmingham, AL, John Stewart 205-989-4889  
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





*In the photos above & below we see two views of one of the People's Choice (Popular vote) entries at Grand Rails 2012. This is a mockup of John Allen's first version of the Gorre & Daphetid Railroad. While not an exact replica, it is a very close rendition. The layout was built by members of Division 7 of the Mid Central Region of the NMRA.*

*Both photos by Paul Voelker*



# 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](http://www.nmra.org) or in *Scale Rails*.*

## AUGUST NEWS

Charlie Getz became the new NMRA President as Mike Brestel passed the reins to him at the Annual business meeting in Grand Rapids. Charlie has stated that his first order of business is to simplify the organizational structure of the NMRA.

Pacific Director Michael Bartlett (Australia) and Canada Director Fred Headon became members of the Board in Grand Rapids. Michael replaces Peter Jensen; Fred replaces Clark Kooning, who took over for Don Hillman after he retired for health reasons.

Charlie appointed Western Director Jack Hamilton to head up the new Strategic Planning Committee, which will prepare a plan to help guide the NMRA into the future. He'll be making a preliminary report at the winter Board meeting.

The Sacramento 21st Century Limited National Convention host group presented the Board of Directors with a check for \$7,500, to be donated to the Diamond Club. The Diamond Club funds are being used for the scanning and posting of archival photographs and artwork currently housed in the NMRA's Kalmbach Memorial Library.

Charlie Getz updated the Board on the state of the "Magic of Scale Model Railroading" exhibit, to be housed at the California State Railroad Museum (CSRM). An anonymous donor has pledged \$250,000 in matching funds, and as of late July donations of at least \$160,000 were still needed to achieve the match. The funds must be received by the end of this year. Development of the exhibit is estimated to cost between \$500,000 and \$750,000. The "Magic of Scale Model Railroading" exhibit will be seen by approximately 600,000 visitors to CSRM annually.

The Marketing Department team of Page Martin, Garrett Ewald, and Barrett Johnson were named at the convention. Each of these individuals has professional marketing experience, and is tasked with developing advertising and promotions aimed at retaining existing members, re-enlisting lapsed members, and attracting new ones.

Ben Sevier of the Pacific Southwest Region has accepted the position of Information Technology Director for the NMRA.

## OCTOBER NEWS

About half of the money needed to meet the "matching gift" to the "The Magic of Scale Model Railroading" exhibit at the California State Railroad Museum has been raised. An anonymous donor has offered to put \$250,000 of his own money into the Exhibit if we can raise a matching amount. In addition to NMRA member donations, substantial donations have been made to the exhibit by various manufacturers. No NMRA dues money is being used to fund this project. Watch for an informative article in the November issue of NMRA Magazine for more details on the Exhibit and fund raising efforts.

The newly formed NMRA Marketing Department is working with Amtrak stations in major cities to get modular layouts placed there in an effort to raise awareness of our hobby.

The NMRA website is undergoing a facelift and update under the direction of our new IT Director, Ben Sevier, and his web team. Members should see the changes sometime within the coming year.

As part of an effort to improve communications with members, and specifically those who don't receive NMRA Magazine, the NMRA leadership team is discussing adding an "eBulletin" - a short, concise emailed newsletter which will list NMRA news, announcements, and other important information. It won't replace NMRA Magazine, but instead will be an adjunct to it and will be available free to those members with email. A proposal will be made to the Board of Directors in February.

The Executive Handbook and By-Laws Committee is currently working diligently to simplify and shorten both of those documents, making it easier to understand the organization and how it's run.

The Winter Board of Directors Meeting will be held in Atlanta, Georgia, on February 8-10. All NMRA members are welcome to attend. Times and location will be announced later.

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](http://www.nmra.org) or in NMRA Magazine.

## Achievement Program Awards

### Association Volunteer

Milton Burge  
Snellville, GA

## Attention Layout Owners



In conjunction with the Peachtree Express 2013 National NMRA Convention, OPSIG is looking for individuals who would be interested in hosting operating sessions for its' members. If you have an operations oriented layout and are interested in hosting one or more sessions please contact Bill Raymond at:

**[trainman@etcmail.com](mailto:trainman@etcmail.com)**  
**678-454-6132**

**PEACHTREE EXPRESS** 78th ANNUAL  
**NMRA NATIONAL CONVENTION**



ATLANTA, GEORGIA July 14 - 20 For information and registration: [nmra2013.org](http://nmra2013.org)

## Membership Report

Steve Prevette - Registrar

NMRA SER membership increased by 27 over the past year, and SouthErner newsletter subscribers decreased by seven.

Please be sure to keep your mailing address and your email address up to date with the NMRA. You may send any change of address information to me, or you may send it directly to the NMRA address in Chattanooga.

**[prevette@atlanticbb.net](mailto:prevette@atlanticbb.net)**

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



# BRINGING YOUR MODEL RAILROAD TO LIFE WITH DETAIL

By: Stephen C. Wood



*Upper level in the mountains and fall colors. The bridges are spanning the Hudson River.*

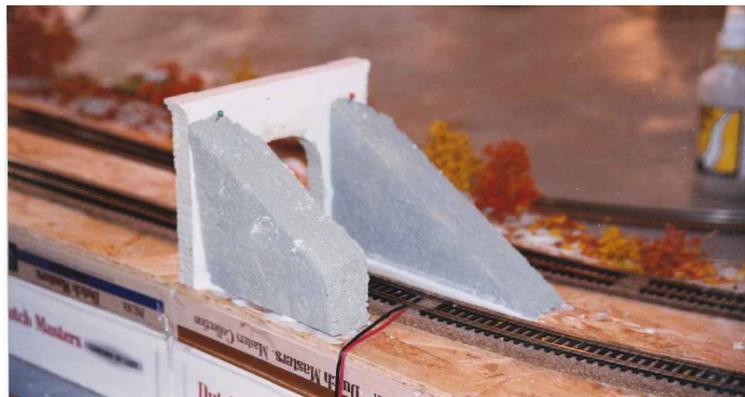
Recently I received my AP Certificate for scenery and decided to share some thoughts about it and what went into it. I have had four different layouts but this was the first one I had that I was going to super detail. I soon learned that there were many different products and companies that had products for this purpose. During this article, I will include some photos to show the scenery. At the end, I will add a few extra photos. My first thoughts were what the season should be modeled at that location, what type of people lived and worked in town. All of this was in my planning stage. I didn't want an all white winter scene, and then there is your all green summer scene. What I decided to do was to make the scenery and ground covering colorful, so I decided to do a fall scene.



*Scratch built passenger bridge. There are over Four Hundred pieces to this structure. It takes passengers over the lower level freight to the upper level for passenger service.*

My thoughts about doing the Scenery AP included the question, what extra details did I need? Some of my thoughts and ideas included two bridges on the upper level, which crossed the Hudson River, but I added an abandoned bridge that went nowhere, and how would the people in the valley get to the upper level to catch their train home? Therefore, a passenger bridge was scratch built to allow safe passage.

In addition, I had to think about ground covering, roads, paving, dirt, concrete, and cobblestone. In addition, I had a tunnel and had to figure out what to do. Back in the 1960's I used plaster over chicken wire. Instead, I used a pre-built portal and used Styrofoam and plaster cloth over that. I used many different pieces of Styrofoam to make it look like a true mountain.



*Portal being held up and glued by two pieces of Styrofoam pre painted gray.*



*Portal with plaster cloth. Look inside and you can see the Styrofoam. I left three different places open like the one you see for easy access if we had a derailment. The backdrop, which covered it, was removable.*



*Woodland Scenic plaster cloth, which was used*



*Look at all the rusty wheels piled up next to the engine house as well as the weeds. The wheels were detailed when I knew I wanted a large yard area.*

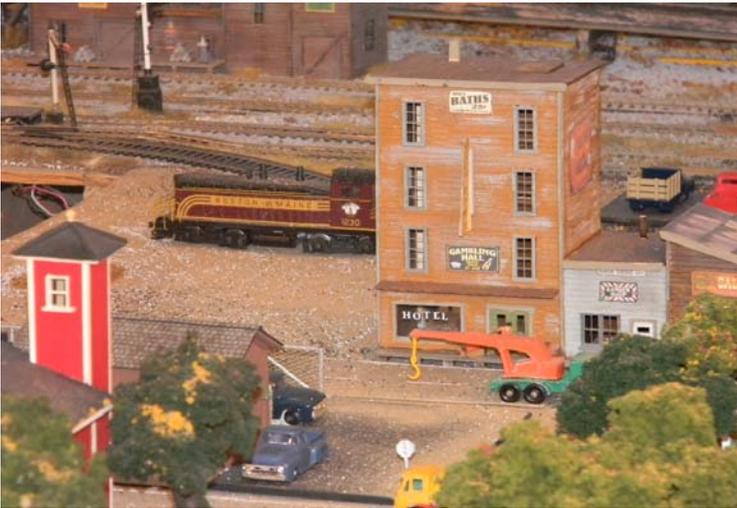


*Junk and clutter in the yard area. Note the warning sign to wear your safety glasses, the old tank car with weeds around it, a pile of junk; old ties are there as well. You can find almost anything in the yard. This is next to the roundhouse area.*

In the beginning, there were plastic models. Over time, they were replaced with over twenty scratch built structures. I left three or four model kits on the layout. Fences were important as well but again, chain link, white picket, or an old run down one? When I scratch built the models I had to figure out what types of roofs I wanted. Almost everyone had a corrugated or shingled roof, but I used a type of cobblestone for mine. Sidings were also important, clapboard, corrugated metal. Even though an all day scene is acceptable in the AP program, think about a night scene as well. Even though I did not have dimmers on my lights, I could cut the lights off and I had almost twenty different buildings with lights in them, streetlights, a traffic signal, and all the different signals that controlled the layout. While I was designing and laying the tracks, I started setting aside figures and buildings that I felt would complement each scene.

I did a lot of research looking at some of my grandfathers old pictures when he worked on the rails, I looked at the internet as well as the New York Central Historic Society's website. In addition when I used to travel up in the Albany, New York area in the late 1990's I looked at real details of the mountains and took notes.

Remember to place signs not only on the street or billboards, but also on buildings in the front yard or even on the railroad right of way as evident in the picture above. Don't forget the telephone poles, cars, trucks and yes birds on top of buildings or structures. Depending on the year, you are modeling. Remember if it is from the 1990's up to the current time you might want to put graffiti on the side of you train cars, buildings and fences even on the sidewalk like street painters do. When it comes to houses or certain buildings like a funeral parlor don't forget the curtains. On my original hotel structure, I used fine sand paper to sand the back of some ads I took from magazines. I sanded them until they were very thin and I glued them to the building. Some of the building details showed through the sign.



*Bath sign at the top, barber shop, gambling hall as well as a saloon sign on the far right building were all cut from magazines, sanded, and glued into place.*



*Look at this building. It has an opened door and window shades in every window.*



*Some of the rocks from the molds, which were used on the layout.*

One thing I have seen on other layouts, which I did not do but I will on the new CLSC&W railroad, is the use of animation. In the roundhouse or factory you can place the welding light, which you can purchase, or some type of smoke machine, even the smoke from your steam locomotives. There is the animated fair with the carnival rides as well. As I detailed this layout over a period of ten years, I learned one important fact. Detailing is a lot of fun. I felt like a child in a candy store as I was able to use my imagination and remembering my childhood, I could make my entire layout a more believable setting.

My original layout of the CLSC & W Railroad was designed as a fictitious section of the New York Central Hudson River line, which ran into the upper state of New York where there was plenty of mountains, rocks and pretty trees. I had to create over 200 plaster rock formations. I purchased the rubber rock molds from Woodland scenic and I used five different ones.

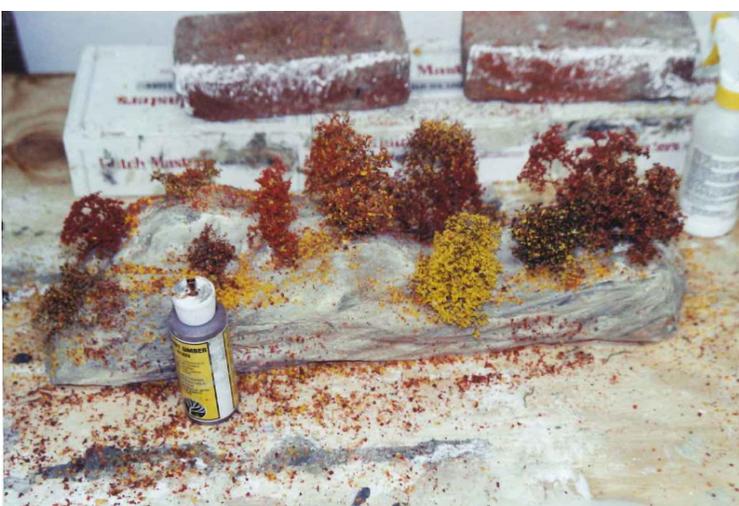
The first thing when you look at or photograph rocks, there are different shades of the same color that make up that single rock. When I traveled in the upper parts of New York by Albany, I used to look at the mountains, hills and even in the valley where I stayed and you would not believe how many different colors, and shades of these colors, I could see. When you are doing your scenery, my best advice is not to use only one or two colors, because I truly believe you cannot achieve a realistic look/copy what nature has created.



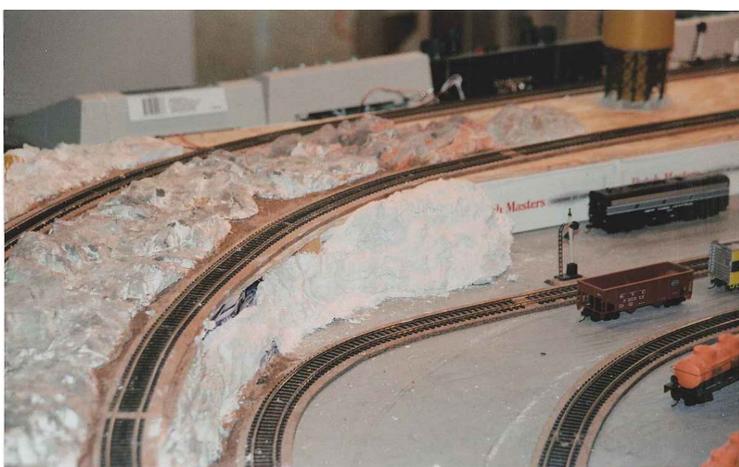
*Upper level, just starting to lay the rocks.*



*Rocks being placed on and around the upper level. Hiding the cigar boxes. Even trying out bushes at this point. Not sure what will work.*



*Rock formation in front of cigar boxes which will support the upper level tracks three and four. See the paint bottle right in front is the Burnt Umber.*

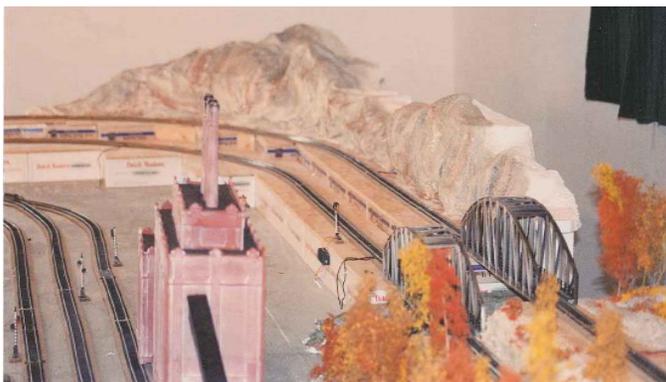


*Rock formations covering cigar boxes creating the valley.*

For the shades and colors I wanted to create after casting the rocks I looked at many different products, dyes, water colors, acrylic paints as well as Woodland Scenic which had a wide range of earth/rock colors, and they are non toxic, and best of all there is no odor.

When I first started painting my rocks I took them straight from the mold and started to work on them right away. I learned after wasting ten or fifteen rocks I first need to clean the rocks up. I used a rasp to smooth the back of the molds. I realized the back of the rocks were uneven and need a little smoothing as well as some of the edges. In doing so sometimes, the molds would chip or break loose, which was fine. As I placed the plaster rock up on the mountain, I would place the chips or broken pieces in between the rocks as well as using them as ground covering as part of the scenery process. In addition, these pieces worked very well on the sidewalls and in between the main lines where years before someone had blasted the rocks away to lay the track or build the tunnel.

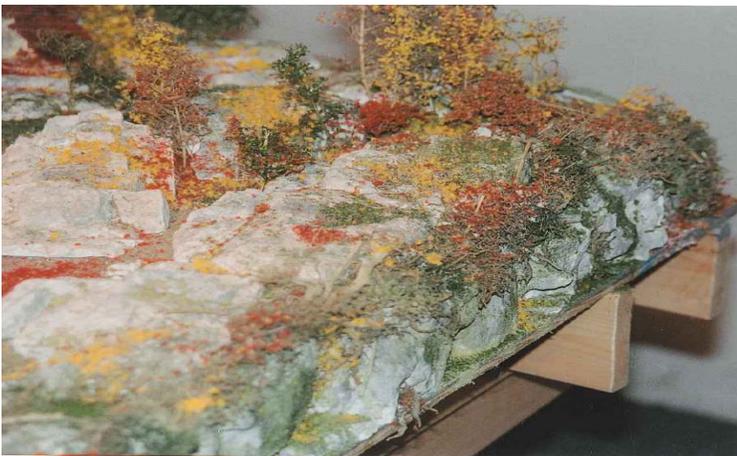
The rocks in the upper part of New York on the Hudson Line are black and gray. I didn't want my layout looking like it was heading to a funeral, so I decided to mix burnt umber, raw sienna, raw umber as well as gray. I had to experiment on the proper way of adding the paint to the rocks. I had read articles of using it straight from the bottle; others suggested you spray it on with an airbrush or a spray bottle. Another way is to get small plastic cups and mix paint in some of them and in others, you use the paint straight without mixing it.



*Upper level left side of the layout. Just starting to build the mountain. You can still see the cigar boxes at the upper left of the photo.*



*Different paints and colors I used for the fall scene and painting the mountains.*



*Rocks where the green grass was laid to show moss. Much more colors and time before it is totally done.*



*Different colors of grass and trees colors I used for the fall scene.*

One suggestion that has always stuck with me is I read somewhere you keep a spray bottle of plain water with you when you are doing your rocks. The person that wrote the article stated it would help wash excess color from the scenery/rocks. In my opinion, it worked sometimes and other times I saw no difference. I am not sure if I waited too long after applying the paint to spray the water on my rocks. If you have the room, I would consider using a separate table and plenty of newspapers for the paints and water. I poured the paint straight from the bottles into the cups without mixing it and a small paintbrush for each color. I liked this process best.

One mistake I made with the first rocks I made was I didn't wait for them to dry as much as I should have. In addition, when I glued the rocks onto the layout I never made sure I had enough clearance on my curves or tunnel entrances or exits. When I realized I had placed rocks where I didn't have enough clearance, I had two choices. Tear out the rocks (bad idea, very bad idea) and it destroys what's underneath, or you have no choice but to make a mess and you can chip at the plaster or sand them until the engine and cars clear the area. Remember have your vacuum handy, clean the tracks very well and vacuum again. I ran engines through the tunnel and curves with power and without knowing it; I didn't have enough clearance so I took a piece off the engine. I would suggest running the engine or cars at the affected area by hand first. So how do you actually paint the rock molds? Some people attach them to their layout first which I did with some of the rocks but I found a better way. I had about fifty or sixty molds made and I laid them out on newspaper. Many people make a "wash" but I did not. I had plastic cups, I poured all the different paints into them, and I would start with one color and paint three or four rocks then go back to the first one. While the paint was still wet, I used the second color and went down the line. I continued this method until I was satisfied. In addition to the 'normal' colors, I had a light and dark green paint.

Not on every rock but I did add some green where there might be a wet area or moss growing. After a while, I looked back at the rocks and realized I did not like this method. It really did not look like moss so I decided to use grass/ground covering. What I did was get some "fine" Scenic Express Green Blend and I put a little Elmer's white glue on the rocks and sprinkled the grass on it or put some in my hand and blew it on the rocks.



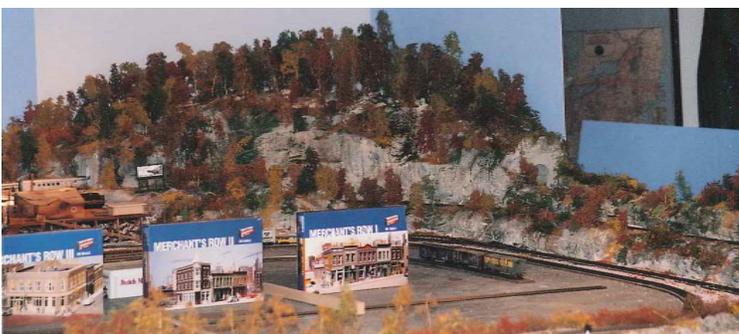
Author working on the larger of the two mountains.



Trees being made and hung to dry. Super Trees are easy to work with and to color or leave as they come.



Upper right side of the layout. Just starting it.



Almost done with upper right side.

I learned a lot making these molds but best of all I must say you must use your imagination to come up with other colors or other details that you may add. One important step when you are painting the rocks do not forget to use a darker color like burnt umber or dark gray for shadow details. When you step back and look at them this will give the viewer a realistic depth to your layout. One very important step is never over paint your rocks. Some say you can't and I say you can. It is easier to go from light to dark then from dark to light. You can always add more color on your rocks after they are in place then taking paint off.

Once you have completed all the rocks and they are dry, your next step is to place them on the layout. This is a time-consuming job. The reason is I laid out on my floor almost thirty-five different sizes and shapes of rocks. Move them around like a jigsaw puzzle. Once you believe you have the rocks in place you have an idea as to what colors to go with, and lighter with lighter, darker with darker, are where the shaded rocks should be placed. I tried to keep the colors from being distinct patches by overlapping, blending, and shading from one color to another. Working on placing the rocks onto the layout, I used Elmer's white glue on the back of the molds. Remember something very important as you are working, unless it is a garden railroad, most of our railroad rooms or in our buildings, our lights are not as bright as the sunlight. In addition, I tried to be perfect on the top of my larger mountain and learned an important rule. No matter how perfect it looked, much of the rock surface was going to be covered with ground covering as well as trees. Therefore, it's ok if the rocks are not perfect. In addition, with the lack of natural light and the ground covering it makes your rocks or the surface of them seem darker than they actually are. That is why I stated earlier in the article to keep your rocks lighter. Again, you can come back and make them darker if you choose.

There are all types of trees. I found using the Super Trees, they looked more realistic. You also can make your own by twisting wires to make the trunks and you can add flock to them. You have evergreens or fir. Remember the terrain you are in. One thing I liked about the super trees is it allowed me to make bushes, which I believe, is the most over looked detail on any layout. I looked on line and bought a package just to try but they never made it to my layout. The best part of using Super trees is you dilute water and white glue and spray the tree. At this point you take color(s) and



*Creating the frames for the backdrop. These frames were able to slide in and out from hand made metal brackets under the layout.*



*Close-up of framework for backdrop.*



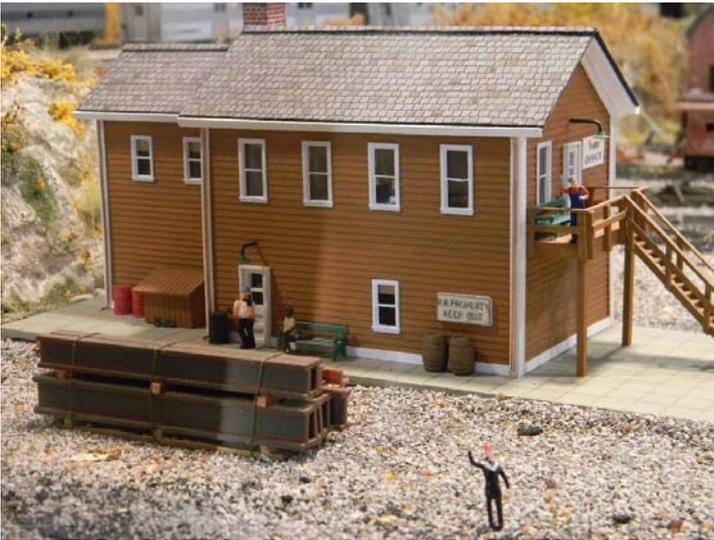
*Author spraying on the clouds on the backdrop.*

sprinkle it on the until you are happy. Spray a little more glue on it and the hang them upside down until dry. I found that within fifteen to thirty minutes you could take the trees down and start working on a new bunch. Remember if you are doing a fall scene, you must make green trees and work them into your layout. Look around when it is fall, and I guarantee you will see green trees.

I had two mountains on my original layout and massive rocks all around the layout as the entire town was in a valley. Two of the tracks were on an upper level where they had to use dynamite to blow the rocks away. So the process I used making the rocks I used the same coloring process on the flat surfaces and the rolling hills and areas where there were just edges.

Now comes your overall theme. Have you modeled your layout from the Midwest where you need to model a cornfield with next-door neighbors with cows, chickens, horses with tractors? On the other hand, maybe the southwestern area where the rocks are brown and yellowish like Colorado and you need to put snow on top of the mountains and down some of the sides where the sun has not started to melt it. In the north, which I modeled, there are plenty of mountains, large rivers and trees everywhere. After the trees and mountains are in place, the next important step is to make it highly detailed and stay in your region. Remember to stay in the era you are representing. For an example, if you are modeling the 50's you shouldn't have a 2007 Hummer parked at your train station. This obviously won't capture the period you are modeling. Remember stay in your region. One other hint is if you are running passenger trains, your cars should contain people. You will have to take the car apart but it is well worth the added expense to do this. What type of background do you want as well? Will there be industries, or perhaps mountains or hills? Is it going to be an all day scene? I wanted a blue sky and clouds. Because this was free standing, I had to design a background I could remove as well as make realistic.

I am going to include some pictures to show you what I did to make the CLSC&W more realistic. I believe these ideas helped me achieve my Scenery AP Award. If I can show you anything in the following pictures, it is to turn your attention to the finer details of track work and line side activities as well as just straight out detailing your model railroad.



*Yard office, which was scratch, built. As you can see there are steel beams wired up, barrels, a bench, coal box, and people. In addition look at the signs as well. The side wall reads RR Property Keep Out and at the top of the stairs it reads Yard Office.*



*Weeds and grass building up with a warning sign at the upper coach yard. Do you see the pile of coal?*



*Yard with old ties lying around, oil drum, gravel and ballast. Scratch built one stall engine house.*



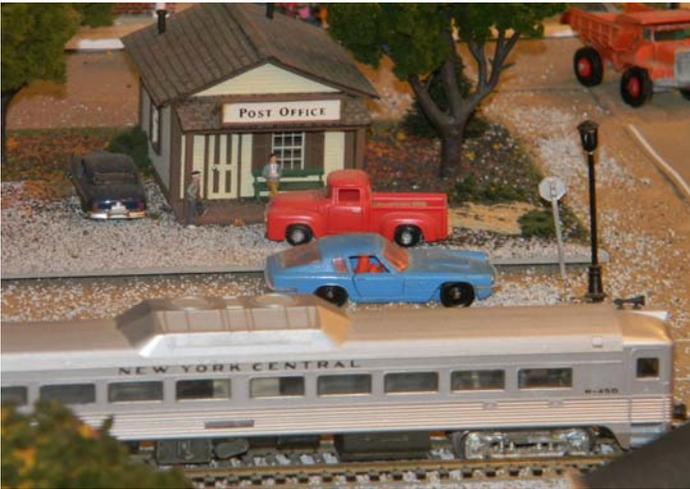
*Yard with an abandoned boxcar. Grass and weeds growing around it, old rusty wheels, and off on the right old steel beams. There are two caboose sidings, a fence and more.*



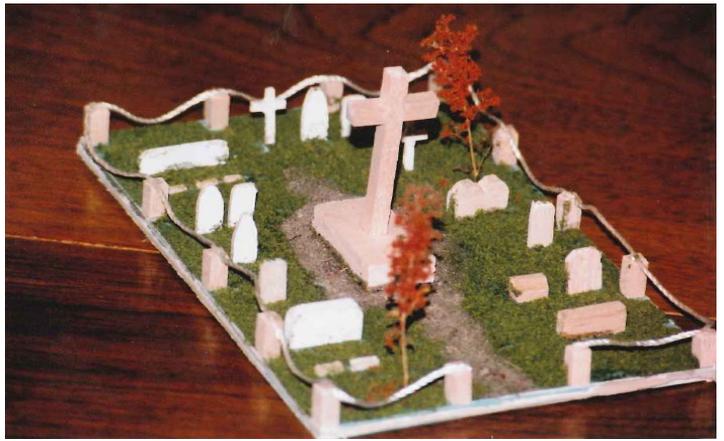
*Scratch built gas station, car in the shop, people added, toolboxes, cars, signs, white fence in the rear all help with the details.*



*Bushes and ballast/gravel make this look real. In the rear is the passenger bridge I scratch built. In the forefront are two of the many dwarf signals that I used through out the layout in the yard and sidings.*



What is a small town in the valley without a small post office scratch built? This scenery includes a street post light, stop sign, cars, a bench, people, trees, and in the forefront is the bud car that travels from end of town to the other.



We had a church so we thought, what would go well with it? Here is a scratch built cemetery before it was detailed and placed on the layout. I used a grass mat on the layout before I set this down.



The freight lines, passing sidings and coal dump bridge. As I mentioned in this article about signals, just in this small area there are five signals controlling this area.



The yard tower, very dirty and grimy from the steam locomotives and every day wear and tear. The are rails, railroad ties, and a person to make this scene more realistic. A dwarf signal controls each siding or turnout in the yard.



Plastic cups being set up to pour the paint into.



Everything set for the scenery. I used the Smooth it for the roads.



Howard Goodwin

Superintendent



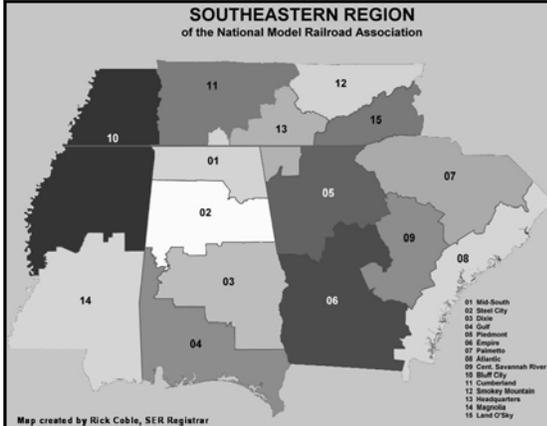
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PIEDMONT DIVISION



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# DIVISION NEWS



Bill Zawacki  
Superintendent



**LITTLETOWNE RR**

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## Division 7 - Palmetto News Jack Varadi - jackvaradi@yahoo.com



Our spring Palmetto Division meeting was held on March 24th, 2012 at the new Greenville Hospital System complex in Greer, SC. Over fifty people attended.

Ken Majchrzak organized the popular vote model contest. Jock Moffatt captured first place for his HO scale meat packing plant. Second place went to Bruce Gathman for his G scale hopper car. Third place went to Jack Varadi for his HO scale barn.



Two clinics were presented: The first presenter was Joe Hedl from Marshall, Texas who discussed building waterfalls. Mike Jensen then presented an excellent clinic on model railroad operations.

A drawing was held for non-NMRA members present. Rail pass memberships were awarded to winners; Ronald Stadelmann, Markus Weller and Mike Reeves.

Mike Horne organized two layout tours for the afternoon. Everyone enjoyed The Loganville Flyer -Bob Springs & Harry Kelley's G scale layouts in Harry's barn in Walhalla, SC and the Central Railway Modeler and Historical Association layouts in Central SC.

An article in the June, 2012 NMRA magazine credited Palmetto Division member Herb Weiss for inspiring a family to go into model railroading. One of the family members became a MMR. As the article states, Herb was and still is a master of urban model railroading!

Division member attending the SER Convention were very complimentary about the activities. Congratulations to Rob Seel for his multiple awards in the modeling contests!

On Saturday, June 30, 2012, about 11 members of the Palmetto Division traveled to Columbia to meet the members of the Associated Modelers of Columbia (AMROC). Their club has layouts in all popular scales. Mike Horne organized the tour.

Our fall 2012 division meet is scheduled for November 3rd at the same location in Greer, SC. Please mark your calendars!



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**Division 5 – Piedmont News**  
**Charlie Crawford, MMR cacrawford@bellsouth.net**  
**www.piedmont-div.org**

Like several of our members, I recently attended the NMRA National Convention. Along with Bill Zawacki, Jim & Sally Bando, and I.D. and Mary Jackson I worked most of the week on the silent auction. The hours spent on the auction were long and we were at it for most of the week. It was possible to sneak out of the auction room for short periods, but we were unable to attend any clinics or home layout tours.

It was fun to meet many fellow NMRA members who I only know from our mag-azine or various internet groups. It was nice to be able to spend some time with Frank Koch, who, along with being the NMRA's CFO, also works hard on the AP program. I also had some time with Charlie Getz, our new national president.

While we fret about membership numbers and whether our hobby will outlive us, our national convention is a clear demonstration that model railroading is still going strong. The NMRA just "took over" the hotel; members filled the lobby and arcade outside our auction room. I did walk by one clinic and the room seemed filled with listeners. Compared to another hobby national convention that was held at Cobb Galleria earlier this year, ours seemed to be the larger and more enthusiastic. I would hope that we will have greater numbers and enthusiasm next year when we host Peachtree Express 2013.

I was able to get an entry into the model contest. There seemed to be relatively few entries, but there were several extraordinary models.

I was pleased to earn an honorable mention with my Adirondack Fire Tower, and it scored seven points better than in its previous contest. I know that our hobby is moving toward more and more ready to run or already assembled items, but I think scratch building and kit bashing are important skills for each of us to develop. We can't expect every locomotive, car or structure to be made to our prototype (but again more and more seems to be available all the time.)

It's the best way to capture a time and place that a R-T-R model just can't get. The fire tower I entered in the National Contest just screams Adirondacks. Without scratch-building our hobby would lose those iconic cars and structures that really set our layouts in their location and time and it is in the making of a one-of-a-kind car or structure that I get the most satisfaction from our hobby.

I couldn't end this without thanking all of you for your prayers, concern, and kind words upon hearing of my son's motorcycle accident. He is getting better each day and we are hopeful he will be back in Georgia soon.

Charlie at the Throttle  
 Charlie Crawford, MMR  
 Superintendent

**Division 9 - Central Savannah River News**  
**Steve Prevette - prevette@atlanticbb.net**



The September 29 Aiken "Mini-Meet" convention rapidly approaches. Attendance by Division members and members from around the Region looks like it should be strong. Activities at the meet include two model layout tours with operating sessions, a tour of the Aiken Visitor Center / Train Museum and is museum-quality HO display of the Charleston to Hamburg SC railroad, clinics, and even a BBQ dinner.



During the mini-meet we will hold the required annual Division business meeting. An important item for the meeting is to elect at least two (but preferably four) officers for the next two years. At this point in time, there are no nominations for officers for the Division. Mike Sherbak and I are willing to continue in our roles, but will readily step aside for anyone desiring to take their turn at leading (or assisting in the leadership of) the Division. The business meeting will be held at 4PM at the USC Aiken Business and Education building during the mini-meet. The floor will be opened for nominations for officers, and then we will hold the election. During the business meeting we will also discuss any plans for the coming year for activities.



Don Barnes, who is instrumental in the Train Station development and has the Saturday layout tour/operating session, has joined the NMRA and our division. He also has one of the Tuesday night operating session layouts. The Tuesday night operators' group (OFRRA) continues to grow in membership, we are routinely getting 8 to 10 operators for operating sessions. Still have room for more operators, especially at Don's layout.



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The Pennsy Middle Division

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 President & Chief  
 Gandy Dancer



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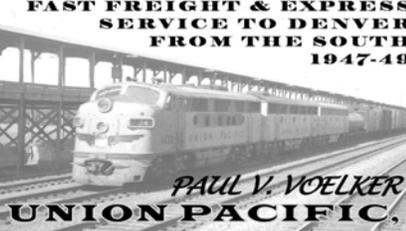


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**Division 8 – Atlantic News**  
Dean Belowich, MMR railroadart@hotmail.com

Hello from the Atlantic Division! Some of you may not have heard, but I have taken over the reigns of the division from Nate Stone. Nate did a great job as our superintendent for over 25 years and even when he may not have been the superintendent in title, he was out representing the division, region and the NMRA as a whole. He has been and still is in my opinion the best representative we could ask for our hobby. Thank You Nate, for all your hard work these many years. I look forward to following your lead in heading the division, and though I will never fill your shoes, I will at least try to excel in this position. My previous positions in the region include AP Chairman, Contest Chairman, and most recently Education Chairman.

As far as any recent division new, most activities have been attendance at train show and the mini-meet. I will, by the time you read this, have attended the mini-meet in Aiken and The Myrtle Beach train show in October. Next on the schedule, is the show in Charleston November 10 and 11, 2012. I hope many of you can make it to this show as it has been a steadily growing show for many years. Following the New Year, will be the Savannah show on the 14th and 15th of January. This show, hosted by the Coastal Rail Buffs, will be the club's 23rd.

At this point in my tenure as super, I am going to be limited in my travels, given the sheer length of our division; however, I am only an email away from answering any questions or lending assistance when necessary. In the short term, I will be primarily focusing upon promotion of the Achievement Program for existing members. This underutilized facet of the NMRA can be such a good motivator for the improvement of skills. I hope to work on the ability to give clinics on this within the division periodically. Long term goals of course involve recruitment and getting new and younger faces into the hobby.

I look forward to serving our division in this new capacity!



**Division 12 – Smoky Mountain News**  
Larry Burkholder - labtexan@chartertn.net



A regular quarterly meeting was held at the Bass Pro Shop on Thursday, August 9th. Twelve members attended. Our Treasurer, Dean Odiome, reported that the June convention had a net profit of \$4,249.89 which will be divided equally between the SER and our division. Dave Houseman and Ned Burgess presented a reprise of their convention clinic "Operations on the CD&P".

The complete system design of car cards, waybills, train orders, schedules, as well as trainmaster and dispatcher duties were discussed. The operation requires sixteen people to do everything, choosing from up to 150 trains with over 3,000 cars on the layout.

The idea of a "mini-meet" for division members and nearby guests is being considered. This is not to be confused with the mini-meets being promoted by the SER. Ours would be strictly a local event. The idea would be to get absent members and local non-NMRA members interested in our activities. A date is yet to be decided, but it will most likely be held at the Banebury Community Center sometime early next year.



For the past several years there has been a large G-scale display called the "Holiday Express" set up in a tent at the University of Tennessee Experimental Gardens. Ten to twelve trains were running from Thanksgiving to New Years. This year UT decided to not support the exhibit, so an agreement has been reached with Dollywood to have it operating over a thirty-five day period during Dollywood's Christmas Festival. Over 200,000 people visit Dollywood during that period and Mark Fuhrman, the owner of the exhibit, has put out a call to members of the Smoky Mountain Division and the two area clubs for help in manning the display. A couple free tickets to Dollywood will be offered to those helping.

Speaking of the two active clubs in our division, the Knoxville Area Model Railroaders club displayed their N-scale traveling layout, last seen at the SER Convention in Gatlinburg, and the Mountain Empire Club operated their HO traveling layout at a train show in Erwin, TN, September 14th & 15th.

The next regular division meeting is scheduled for Thursday, November 8th at the Bass Pro Shop off Exit 407 of I-40. Election of officers is on the agenda. The four current officers have agreed to run again and an invitation for other nominees has been extended.

## Division 11 – Cumberland News

Bob Hultman - hultman@bellsouth.net

Cumberland Division is now neck-deep in Day Out With Thomas The Tank Engine for 2012. First day was today, Sep 1, with Sep 2 and Sep 8 & 9 the remaining 3 days. This is the 11th consecutive year Cumberland Division & TC Ry Museum have hosted DOWT. In the middle of DOWT the HO modular RR will be set up at the Tennessee State Fair starting Sep 4. The State Fair runs Sep 7 thru 16. This is a great opportunity to promote the hobby of model railroading to the public.

Our next event will be the Division Meet & Model Train Show Saturday Nov 3 at TC Ry Museum in Nashville TN. The following day we set up the HO modular RR at Adventure Science Center in Nashville TN. This setup will be for a 7-day run, culminating in the Whistlestop Weekend for Adventure Science Center. Also, the large HO scale Los Angeles & Salt Lake RR in Nolensville TN will host an open house on Nov 3, in conjunction with the Cumberland Division Meet.

So, a lot going on in the next several weeks.....Hope everyone has a good fall and starts up on some of those stalled model RR projects.



## Division 14 – Magnolia News

Troy Hight - TrHg6@aol.com

The first region supported Mini-Meet was held in Aiken, SC in late September. We are a prime candidate for hosting a similar event in the near future. The purpose of this program is to encourage the membership in the smaller divisions by gathering for a one day event in which we can share in several clinics and layout operating sessions. The date and location has not been determined, but your input is important. Please contact me if you would be willing to help with or host the event.

This years edition of the Meridian Railfest will be held on Saturday November 3rd from 10 am to 4 pm. Activities will include a model train show and sale, an operating model railroad by the Queen City Model Railroad Club, and a variety of prototype railcars and locomotives. Hopefully, that will include one of the new Norfolk Southern heritage units.

Hope to see you there, Troy



## Division 15 - Land O' Sky News

Ken O'Brien - kobrien1600@live.com

The summer meet had a small turnout with 9 members attending. We did have one first time attendee. This meet was conducted in the afternoon on July 21 in western Buncombe County at the Enka-Candler Library.

The meeting opened with a request for member assistance. We will be manning a recruiting table at the French Broad E'Npire's Autumn Rail Show on October 13 and 14. The show will be held at the Western North Carolina Agricultural Center in Arden, across the road from the Asheville Regional Airport. We have a sign up sheet for members to volunteer some time and earn points toward AP Volunteer.

The show and tell consisted of 6 diesels. A lot of custom paint and decal work was done on all of them. Well done!

The clubs in the division area made reports. Two of the clubs in the division were busy with a grant request and exterior paint projects on their rented building. The third one is working on building a museum diorama of the Saluda Grade for their county historical association.

Four good clinics were presented by three of our members. Gordon Fewster did two; his first clinic was on Prepping Cars for the layout, the second one dealt with a chase he did earlier this year of Southern steam locomotive number 630 from Chattanooga to Summitville, GA. Ken O'Brien presented a clinic on head end passenger cars. Ben Bartlett concluded the clinics by reviewing why Norfolk Southern painted the particular locomotives they did for the railroad's heritage program. All the clinics generated a lot of good discussions.

The library facility is a good location for additional meetings. The librarian told us it would be available on Saturday mornings if we wanted it. We will be able to run a meeting in the morning and be able to pass out maps for afternoon layout tours in that location. We will likely return to this facility in January for our annual business meeting.

Our next meeting will be on October 20 in the Fletcher Library.

Joe Nichols, Sr., MMR  
Chairman of the Board & CEO



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Superintendent

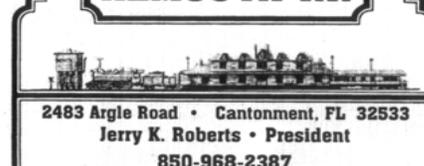


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**SouthEastern Region, NMRA**  
**Board of Directors Meeting**  
**June 1, 2012 - Gatlinburg, TN**

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, Assistant Treasurer Dean Odiorne, Achievement Program Chair George Gilbert, Historian Joe Nichols, Sr., Webmaster Scott Povlot, Good & Welfare Chair Dave Anderson, and Registrar/Central Savannah River Superintendent Steve Prevette

The following superintendents were present: Larry Burkholder (Smokey Mountain), Ken O'Brien (Land O' Sky), Buddy Black (Asst Super Gulf), Hal Crossland (HQ)

The following members were present: Tom Banks, Joe Nichols, Jr., Bob Even, J. Allen Hicks, Tony Harris, Ben Bartlett, Perry Lamb, John Janosko, NMRA Assistant Secretary John Stevens, NMRA President Mike Brestel, NMRA Central District Director Peter Magoun, I.D. Jackson, Ben Bedford, and Howard Goodwin

A quorum was present. The meeting was called to order at 9:05 AM EST. President Joe Gelmini welcomed everyone and the attendees introduced themselves.

**Officer and Committee Reports**

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

**Secretary's Report**

Director Randall Watson moved that the Board accept the minutes from the Winter 2012 BOD Meeting as published in the SouthErneR. Seconded by Vice President Fred Coleman. The motion passed.

**Treasurer's Report**

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

Treasurer Mole briefed attendees on:

- Change in the region's fiscal year
- Revenue and Expenses
- Cash and Investments
- Convention account. All profits from the current convention pass to the next convention's treasurer.

SER Assistant Treasurer and Convention Treasurer Dean Odiorne briefed attendees on convention financial and attendance results:

- Estimate a \$3,100 profit, to be split 50/50 between the SER and Division 12.
- 220 to attend the banquet
- 7 One Day registrations
- 94 on Dollywood Tour
- 22 on Titanic Tour

Executive Advisor Bob Beaty moved that the Board of Directors accept the Treasurer's and Assistant Treasurer's Reports. Seconded by Director Watson. Motion passed.

**Membership Report**

Registrar Steve Prevette briefed attendees on region membership.

Prevette also reported that he can provide rosters to 100% NMRA clubs, so current membership can be verified for qualification of NMRA liability insurance.

NMRA Mike Brestel briefed attendees on NMRA Liability Insurance issues. Based on concerns expressed by the insurance carrier, the carrier is clubs and divisions provide documentation as required. Documentation will be reviewed by the Headquarters office prior to submission to the insurance carrier.

### **Editor's Report**

Editor Paul Voelker briefed attendees on the print and online versions of *The SouthErneR*. Voelker has extended the submission deadline for the next edition to 6/15/12. In response to a request from Steve Prevette, Voelker will include the deadline for the next edition of *The SouthErneR*.

### **Education Chair's Report**

Education Chair Peter Youngblood provided attendees with a summary of education programs in the region.

**Achievement Program.** Achievement Program Chair George Gilbert distributed a report of Achievement Program activity, based on certificates awarded and the status of pending certificates.

**Contests.** Contest Chair Glen Hall briefed attendees on region contests. Hall has added additional award recognition items to contents.

**Boy Scouts.** SER Boy Scout Coordinator Bill Ello will continue to work with divisions to increase participation. National Boy Scout chair John Stevens reported a change in volunteer points and added that all counselors must be registered with the Boy Scouts.

### **Website Report**

Webmaster Scott Povlot discussed website activity and asked division superintendents to submit content for the site.

### **Good & Welfare**

Good & Welfare Chair Dave Anderson reminded membership to let him know about concerns and achievements of other members and their families.

### **Region Cars Project**

Region Car Chair Randall Watson reported that all cars have been sold, resulting in a profit of \$2,632.40 profit for the region. President Gelmini recognized Watson for his hard work and the success of the project.

### **Convention Report**

**Gatlinburg.** The 2012 convention was covered by convention treasurer Dean Odiome earlier in the meeting. See the Treasurer's Report for details.

**2014 Memphis Convention Proposal.** President Gelmini reported for Mike Fleming, convention organizer, who was unable to attend.

The proposed 2014 convention will be a joint convention with the Mid Continent Region and other Memphis groups.

The target date is the first or second weekend of June 2014.

The banquet will be held at the Memphis depot.

Mike Fleming is not asking for funds.

The proposed convention rate is \$50-\$60.

President Gelmini expressed concern that responsibilities have not been established for hosting organizations. He would like those responsibilities to be included in a written agreement.

Gelmini would like a written agreement covering responsibilities by participating groups. The agreement is required so it can be approved by Membership.

In response to a question concerning NMRA liability insurance, President Gelmini and NMRA President Mike Brestel said that the convention will be covered.

Steve Prevette expressed concern that without Mike Fleming to address concerns and provide details, the convention could be canceled.

## **Old Business**

### **Mini-Meets**

Director Charlie Crawford provided attendees with a summary of mini-meets:

- Mini-meets will be held in smaller divisions (less than 70 members)
- Host division picks the site, schedules clinicians, etc.
- SER provides funds to hold meet

Director Glen Hall explained the difference between grants and mini-meets.

The SER funds mini-meets and works with the host division.

Grants are applied for by the division and used for a specific division need or activity.

Central Savannah River Division Superintendent Steve Prevette volunteered to host the first mini-meet.

Magnolia Division Troy Hight expressed interest in the Magnolia Division hosting a mini-meet.

Joe Nichols suggested holding a BOD meeting at the mini-meet.

### **2013 National Convention**

President Gelmini, also convention volunteer chair, summarized plans for Peachtree Express. Gelmini would like to include SER members in assisting with the convention and is looking for convention volunteers.

Convention Chair Bob McIntyre provided a status of the convention.

### **Region Boundary Report**

President Gelmini reported no change in status of change of region boundary changes.

### **Contest Artwork and Award Plaques**

Education Chair Peter Youngblood reported that Buddy Black has redone award plaques at no cost to the region. Plaques are laser engraved and feature artwork from Dean Belowich. Black has all artwork.

Buddy Black was recognized by the Board of Directors for his work.

### **Superintendent's Handbook**

Executive advisor Bob Beaty summarized changes made to the draft of the Superintendent's Handbook.

Beaty recommended that members of the board review and send suggested changes to Bob for incorporation into the document.

NMRA President Mike Brestel noted that insurance companies may look for incorporations at the division level. Executive Director. Beaty discussed advantages for incorporating. Treasurer Mole reported on SER 501 C status to attendees.

### **SER Organization**

President Gelmini discussed region division organization to provide the best service to members. Challenges include division membership size and geographic size of the division. Executive Advisor Beaty noted that divisions are the only organization to support and serve members at the local level. NMRA President Brestel noted that division organization is solely a region responsibility.

## **New Business**

### **Election Results**

Executive Advisor Beaty reported on results of the 2012 election. A total of 178 valid ballots were received, 15% of region membership.

Results are as follows (\* indicates winner)

Uncontested:

<b>President</b>	*Joe Gelmini	173 votes
<b>Treasurer</b>	*Alan Mole	171 votes
<b>Secretary</b>	*Rick Coble	172 votes

Contested:

#### **Vice President**

Mike Braunstein	20 votes
*Fred Coleman	158 votes

#### **Director (two positions)**

Dave Anderson (write-in)	26 votes
Tom Cusker (write-in)	40 votes
*Glen Hall	115 votes
*Peter Youngblood	143 votes

Note: There were several “non” votes for candidates. There were no ineligible votes cast. Ballots were counted by Beaty, Larry Smith, MMR, and verified by Carol Beaty. Ballots are available for review/recount.

Beaty will report results at the annual meeting.

### **SER Service Awards**

Director Paul Voelker proposed on behalf of Larry Smith, MMR that the SER create an awards committee to nominate and select service award winners.

Bob Beaty moved that that Larry Smith be appointed chair of the awards committee. Seconded by Paul Voelker. Motion passed. President Gelmini appointed Larry Smith, MMR, chair of the service awards committee.

### **Review of 2012 Elections**

Cent. Savannah River Superintendent/Registrar Steve Prevetie voiced concerns about the way the 2012 elections were handled, specifically comments concerning a candidate published in *The SouthErneR*.

Treasurer Mole noted that numerous mistakes were made during the process of nominating candidates for Board vacancies and that we should learn from such mistakes and ensure that future elections follow SER Rules and Procedures. For example, candidate biographies should be submitted to the Nominating Committee and reviewed for accuracy and content by that committee for eventual presentation to the SER Board and membership. The lack of such review by the Nominating Committee should not put the Southerner's Editor in the position that he feels obliged to comment on candidate biographies.

The Board agreed. President Gelmini said that these election issues would not happen in the future.

### **Items from the BOD, Membership at Large**

NMRA President Mike Brestel addressed attendees on the status of a digital version of NMRA Magazine, membership dues and Association expenses, and challenges of the next NMRA President.

President Gelmini noted additional challenges to the next President, including recruitment of younger mem-

bers to offset the aging of current membership.

President Gelmini addressed a motion to adjourn. Seconded by many.

Meeting adjourned at 11:20 a.m.



## **SouthEastern Region, NMRA Board of Directors Meeting September 29, 2012 - Aiken, SC**

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

The following committee chairs were present: Publications Chair Paul Voelker and Achievement Program Chair George Gilbert

The following superintendents were present: Tom Shallcross (HQ), Larry Burkholder (Smokey Mountain), Ken O'Brien (Land O' Sky), Dean Belowich, MMR (Atlantic), and Buddy Black (Asst. Super Gulf)

The following members were present: Richard Hinz, Roy Tritt, MMR, and Joe Nichols, Jr.

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**

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

### **Secretary's Report**

Secretary Rick Coble moved that the Board accept the minutes from the Summer 2012 BOD Meeting as distributed via e-mail. Seconded by Executive Advisor Bob Beaty. The motion passed. Minutes from the Summer BOD Meeting were accepted.

### **Treasurer's Report**

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

Treasurer Mole briefed attendees on:

Cash and Investments. The SER continues to hold cash in CD's.

Revenue. The SER cash position has improved due to a profit from the SER region convention. Convention profit was split 50/50 between the host division and convention accounts.

Expenses. The only expense exceeding budget is the SouthErneR, due to the additional cost related to mailing the election issue.

Executive Advisor Bob Beaty moved that the Board accept the Treasurer's report. Seconded by Director Randall Watson. Motion passed. The treasurer's report was accepted.

### **Convention Report**

Convention Treasurer Dean Odiorne reported a profit of \$4,249.89 from the 2012 Region Convention. Host Smokey Mountain Division received \$2,124.94. The remaining profit, \$2,124.95, was deposited in the region's convention account.

## **Vice President's Report and Superintendents' Reports**

Attendees were briefed on activities and the state of the following divisions:

**Smokey Mountain.** Larry Burkholder reports membership holding steady at 60 members, with 15-17 attending quarterly meetings. The division will hold a mini-meet later in the year.

**Central Savannah River.** Steve Prevette reports ongoing challenges related to 21 members spread over a small geographic area. He is interested in realignment of divisions.

**Land O' Sky.** Ken O'Brien reports that the division is planning an October meet. Attendance at meets is consistently in the 10-20 member range.

**Headquarters.** Tom Shallcross reports the division will hold a BSA merit badge clinic in October.

**Steel City.** Bob Beaty reported for John Stewart, not in attendance. Steel City completed two railfanning activities since the last BOD meeting. The annual McWane Science center The Magic of Model Trains exhibit begins in November. The division is preparing layouts for the 2013 National Convention. The division is averaging 25 members at meetings.

**Atlantic.** Dean Belowich is working to revamp the division. He will be in attendance at the following two train shows prior to the next BOD meeting: Charleston in November, Savannah in January.

**Piedmont.** Charlie Crawford reported on activities in the Piedmont Division. The main focus is the 2013 National Convention. The division is averaging 80+ members at meetings during the summer months.

**Gulf.** Assistant Superintendent Buddy Black reported that the division recently held a BSA Merit Badge class. The division is meeting monthly and is planning for attendance at Milton Depot Day Celebration, October 20.

President Gelmini presented a President's Award to Buddy Black for his work with contest award plaques and appointment as assistant education chair.

## **Membership Report**

Registrar Steve Prevette reported that current SER membership is 1,186, up 27 over the previous 12 months. The majority of gains were made in the Piedmont (14) and Smokey Mountain (12) Divisions. Smaller divisions did not experience large membership gains, with some experiencing membership loss.

The number of SouthErneR subscriptions stands at 611.

Prevette presented results of member renewal issues cited in follow-up renewal letters. A total of 121 letters have been sent in 2012, with a 20% return rate. Three members responded that they would renew.

President Gelmini led a discussion of the regions continuing follow-up letters.

Executive Director Beaty summarized the history and results of the SER follow-up letter program. Results were presented to the National Board. No action was taken by the National Board.

Gelmini told the group that the Regional Advisory Council (RAC) is an outlet for regions presidents to discuss concerns. Region presidents should funnel concerns to Stephen Preist, RAC Director.

Smokey Mountain Superintendent said that division superintendents should follow up with members.

Beaty moved that the SER eliminate the mailing of renewal letters and surveys with follow-up contact performed by divisions. Seconded by Land O' Sky Superintendent Ken O'Brien.

Director Peter Youngblood noted that a second membership issue is the addition of new members. He pro-

posed incentives to bring in new members to James Lupfer, NMRA Meetings and Trade Show Manager, such as a free NMRA magazine subscription for signing up 5 new members.

Director Randall Watson asked the group what costs is the SER willing to bear to retain members. He feels that the annual cost (\$75) is worth it.

Beaty responded that follow-up will remain in place, but is more effective at the division level.

Motion passed. The SER will eliminate the mailing of renewal letters and surveys with follow-up contact performed by division personnel.

### **Editor's Report**

Publications Chair Paul Voelker reports that the Spring and Summer online editions of *The SouthErneR* are now online. He has also put together a special edition, *The Best of 2003 and 2004*, also available online.

The Fall 2012 issue will go to the printer soon after the inclusion of the Aiken Mini-Meet article.

President Gelmini and Voelker told attendees that the print version of *The SouthErneR* is reserved for members of the SER. This enables us to better manage production costs. Works from authors not in the SER will be included in the online edition.

On a separate subject, Voelker told attendees that the Dave Muller service award plaque is nearly full. He will discuss acquiring a new plaque with Buddy Black.

### **Education Report**

Education Chair Peter Youngblood distributed the Education Program Chair's report prior to the meeting. The report includes a status of the Achievement Program, Contests, and the Boy Scout Merit Badge program.

**Contests.** Glen Hall, Contest Chair, noted concern with contest participation in the proposed 2014 multi-region convention. President Gelmini asked that potential participants be encouraged to enter models in the 2013 National Convention.

**Achievement Program.** AP Chair George Gilbert added that program participation has been steady.

### **Website Update**

President Gelmini reminded participants to send updates to current information and hobby-related items of interest to webmaster Scott Povlot or assistant webmaster Steve Prevetie. Prevetie also offered assistance to any division seeking assistance with their website.

Povlot distributed a report related to the first SER e-newsletter prior to the meeting.

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## Region Cars Report

President Gelmini recognized Randall Watson for the work on the most recent region car project. Watson suggested the next project take place after the 2013 National Convention. Dean Belowich suggested a structure kit as our next project.

## Good & Welfare Report

Good & Welfare Chair Dave Anderson distributed a report of Good & Welfare activity prior to the meeting.

## Old Business

**Peachtree Express.** President Gelmini provided attendees with a status report of the 2013 National Convention.

**2014 Convention Update.** President Gelmini expressed concern of the lack of details for the 2014 convention, notably the breakout of responsibilities for each host group. Gelmini has discussed the convention with the MCoR president.

President Gelmini proposed the next BOD meeting to take place in Memphis, TN February 16, 2013. Gelmini and the BOD would like to meeting with host groups and MCoR leadership.

**Digital SouthErneR.** President Gelmini led a discussion of the pros and cons of the digital and print versions of the SouthErneR.

Issues discussed were: 1) need for timely release of print version, which includes announcements of division and other hobby-related activities, 2) delaying posting of the online version, to protect hard copy subscription revenue, 3) providing membership password control for access to the online version, to protect subscription revenue, and 4) obligation to communicate with membership, and provide a hard copy of that communication.

The region will continue with both print and non-password protected digital editions.

**Clear the Clutter!**  
Have fun  
Improve your skills

The NMRA National Contest has an expanded menu of events.

People's Choice Awards  
Modeler's Showcase  
Meet the Entrants  
Kit Built Contest

Visit [www.nmra.org](http://www.nmra.org) to learn more about this new celebration of models, photos, and crafts!

Artwork by Michael Tylick, Charlton Hill Productions

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**Region Boundary Changes per National.** The project to make changes to region boundary definitions has been completed by national. All regions are now defined by county.

Secretary Coble provided a copy of Article II, reflecting the new region definition.

The change to the SER Region definition requires approval by the SER BOD, but not membership.

Executive Director Beaty moved that the change to Bylaws Article II be approved by the SER Board of Directors. Seconded by Glen Hall. Motion passed.

Coble will contact webmaster Scott Povlot to publish the updated bylaws on the region website and will contact National HQ so the membership database can be updated.

**Superintendent's Handbook.** Executive Director Beaty distributed a copy of the Superintendent's Handbook, with proposed changes, prior to the meeting.

Beaty summarized the proposed changes. President Gelmini suggested additional changes related to the section on mini-meets.

Director Glen Hall moved that the SER Board of Directors accept changes to the Superintendent's Handbook and publish it online. Seconded by Treasurer Alan Mole.

Beaty will make changes discussed at the meeting, email a copy to all superintendents, and contact Scott Povlot about publishing the handbook on the region website.

Motion passed.

## **New Business**

**SER Newsletter Implementation.** A test SER e-newsletter was sent in mid-September to members of the region. The e-newsletter enables members to receive information on a timely basis. Attendees agreed that the newsletter is worth implementing. President Gelmini led a discussion of full implementation of the e-newsletter.

Joe Nichols, Jr. suggested obtaining volunteers to write monthly newsletters, but have a single point of contact to coordinate activity.

Director Peter Youngblood suggested that division superintendents send news to the point of contact.

Executive Advisor Bob Beaty suggested that we test the newsletter for two additional months. President Gelmini will spearhead the review of two month test period.

**NMRA Education and Training Group.** President Gelmini led a discussion of possible SER implementation of the NMRA Education and Training Program, proposed by Jim Six. Gelmini appointed education Chair Peter Youngblood as SER representative. Attendees engaged in a discussion of the pros and cons of the program. The program is a work in progress. No action was taken at the meeting.

**Mini-Meets (When/Where to Hold Next Meet).** President Gelmini proposed holding the next mini-meet in the Magnolia Division. Superintendent Troy Hight has expressed interest in holding a mini-meet. Director Charlie Crawford will contact Hight about the meet. Executive Director Bob Beaty will assist Hight with planning and execution.

**Petition to move Pickett County, TN from the Cumberland Division to Headquarters.** Vice President Fred Coleman reports that a Cumberland Division member residing in Pickett County, TN would like to become a member of the Headquarters Division. Division designation is based on location, requiring a change in the borders of both Cumberland and Headquarters.

The move has been approved by members of both affected divisions.

Coleman moved that Pickett County, TN be moved from the Cumberland Division to the Headquarters Division. Seconded by Alan Mole. Motion passed.

Secretary Coble will send the change to NMRA headquarters.

**Review of Contest Guidelines.** Education Chair Peter Youngblood distributed proposed changes to SER Model Contest Guidelines prior to the meeting. Youngblood summarized the proposed changes and led a brief discussion concerning changes to the model contest guidelines.

Youngblood will head a group to discuss contest and guideline changes, and report at the next BOD meeting.

**Contributions for NMRA Sacramento Museum.** Director Charlie Crawford gave attendees an overview of

a solicitation for funds to assist with the move of the Howell Day Museum to Sacramento, CA. The NMRA has received a matching funds grant which expires at the end of 2012.

Treasurer Alan Mole noted that the SER Board of Directors discussed the issue at the January 2012 Board Meeting. At that time, the SER Board decided to not contribute funds for the move.

Executive Director Bob Beaty moved that the Board of Directors let the January decision stand. Seconded by Director Glen Hall. Motion passed.

Treasurer Mole suggested supporting a local initiative to support the hobby.

President Gelmini told attendees that the region should not keep a large cash reserve and can work with local groups.

Director Peter Youngblood suggested the SER sponsor a 2013 NMRA National Convention event, for example the membership Welcome Reception.

Mole will head a group to propose an initiative or program prior to the next BOD meeting.

#### **Items from BOD, membership at large.**

New DVD. Executive Director Bob Beaty proposed the production of a new DVD by Joe Norris, the subject being the construction of a water spout mechanism.

Beaty moved that the SER Board of Directors authorize Beaty to pursue production of the video. Seconded by Treasurer Alan Mole. Motion passed.

Mole asked that the Board be provided with additional topics and ideas for future videos.

#### **Next Meeting**

The next Board of Directors Meeting will be held February 16, 2013 in Memphis, TN. Location and time to be determined.

#### **Adjourn**

Executive Director Beaty moved that the meeting be adjourned. Seconded by many. Motion passed. Meeting adjourned at 11:41 a.m.



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A collage of three images: a green and white passenger train, a black freight train, and a black and white freight train. To the right is the NMRA 2013 logo, which is a peach with a train engine inside.

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