



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

The **SOUTHERNER**



Volume 58 No. 1.0

www.ser-nmra.org

Winter 2017



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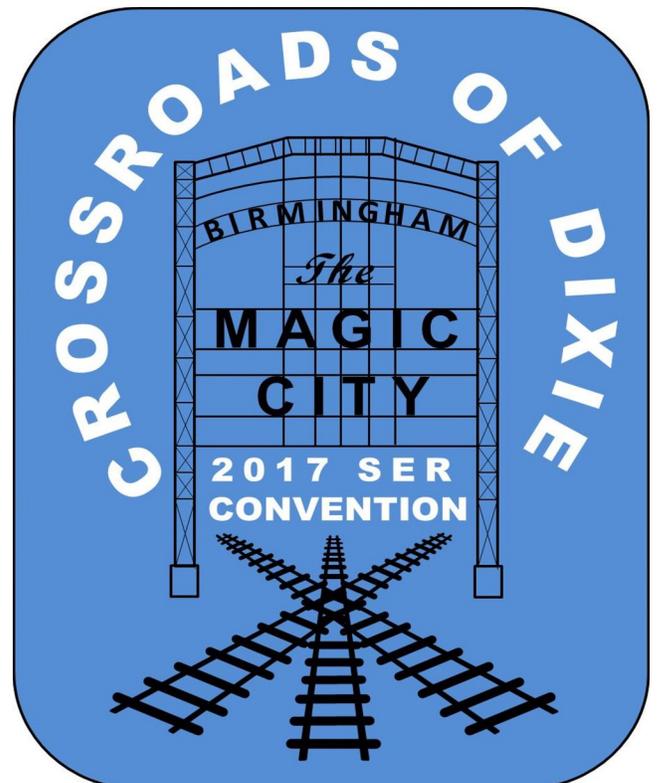
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The **SOUTHERNER**

Official Publication
of the
Southeastern Region, NMRA



WAYBILL

Volume 58, Number 1.0



Winter 2017

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ON THE FRONT COVER: Birmingham's Sloss Furnace

SR #7 KC-Fla Special, #1461 4-8-2 Class Ts & #1483 Class Ts1, 11-24-46, Frank Ardrey photo; AGS Freight, Avondale, 02-1952, Southern Ry photo

Both images Courtesy of Marv Clemons collection, author of "Great Temple of Travel, A Pictorial History of Birmingham's Terminal Station, 1909 — 1969"

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The Southerner is mailed to members of the Southeastern Region & interested parties who have paid the subscription rate of \$10.00/year. Material for publication is welcomed! Please send materials to the proper Editor.

All submissions become the property of **The Southerner** unless otherwise contracted. Do not send previously printed materials please!

Submittals Due: Winter Dec 1 Spring Mar 1
Summer Jun 1 Fall Sep 1

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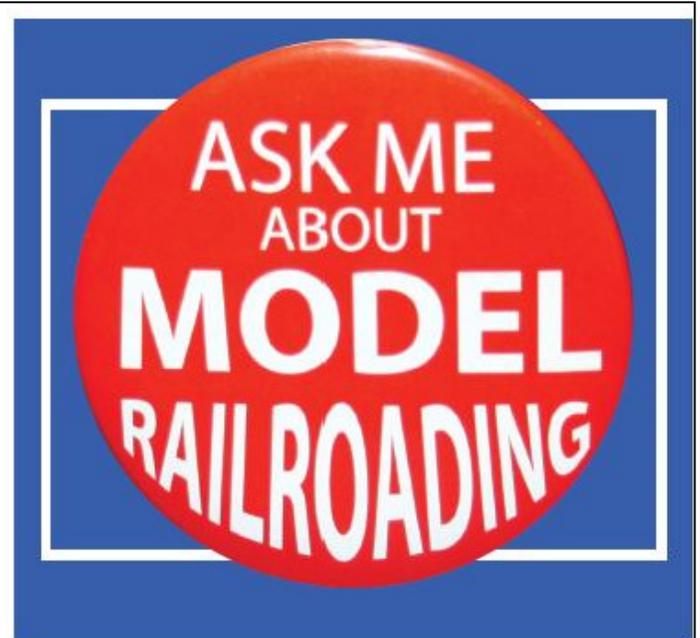
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21 Easy Tips to Improve NMRA Member Retention & Recruitment



National Model Railroad Association

This new tri-fold brochure will soon be available for download on the NMRA.org website. Check it out to see tips for gaining and holding new NMRA members for your Division.

Editorial Page



Letters to the Editor are encouraged and are welcome. Please submit your letters to the Editor to John Stewart at jstew@bhamrails.info

While the Editor will use this page for traditional editorial content, we look forward to feedback from our readers. Letters submitted may be edited for content or length.

Hello again from the Editor's Desk

There's a Christmas carol that begins "in the bleak midwinter, snow lay on the ground..."

Many model railroaders do not look on winter as "bleak" — in fact it's a time to work on the layout without the call of yard work, football games and all the other things that distract us from our modeling. Although I have to say, USC and Penn State — Wow!

I hope that all of you had a great Holiday Season and that you received some good train related "toys" for Christmas. I am excited in that I asked Santa (Mrs. Santa, and her elves) for an airbrush spray booth, and the nice lady came through. So, now I am beginning to learn how to use an airbrush! As a newbie, I am going to start with acrylics and stay with acrylics. That way, I'll never know the difference.

This issue of your **SouthErneR** is largely a continuation of last quarter's issue, since we received several good articles in two parts. So, we'll learn more about Malmesbury and see Chris Burch "British Style" layout come alive. A sad note in this regard, that you may read when you get to that article.

Reed Ostrander continues his discussion of how to develop a smooth running and more dependable railroad by focusing on the gremlins of couplers, wheels and track (Oh My!) This is certainly sage advice from one who has "been there and done that" for over 75 years, so you might want to spend some time this winter getting these gremlins off your layout.

We have more on Operations from Steve Prevette. Steve like many of us, believes that Operations really adds to the enjoyment of your model railroad, even though it is not for everyone—although it beats me why it isn't!

There are many different types of model railroaders, as I think most of us know. One of the nicest model railroads that I have visited and had the privilege of operating was Allen Keller's Bluff City Southern. Not only is it Operations focused but it is a beautiful model that appears to be "finished" by anyone's standards.

On the other hand, when folks visit my layout, which is certainly NOT finished in terms of scenery, many model railroaders look at the exposed homasote, brown "base paint", blue foam and lack of detail and say "Yep, you're an operations guy all right." And I reckon that is correct although I am working to learn more about modeling and scenery.

In the area of Education and Achievements we are posting a list of Division AP Chairmen in this issue. You will notice when you get to it that not all Divisions have Achievement Program chairs, something that each Division should seek to correct by filling the position. One of the best parts of the NMRA's programs is the Achievement Certificate Program which does promote education and growth as a model railroader as well as helping others.

One benefit of belonging to a model railroad club is the regular sessions spent with a variety of modelers who have a variety of interests and skills. In this setting one may learn from others and grow, usually having access to help from other modelers who

can also assist in one's work on the AP certification program.

On the subject of clubs, it is requested that the Division Supers check the club listings for their Division. Folks are saying that some of the clubs listings do not seem to contain correct information. Maybe the info is wrong, or maybe the club has disbanded. In any event, there are some corrections in order.

Your Editor would appreciate very much if each Superintendent would investigate the clubs listed in the SouthErneR and send updates/corrections to the Editor at the above email. The Club Car listings are on page 30.

On the subject of **Superintendents** it is worthy of note that we have several new Division Superintendents:

- **Douglas Hughes (Smokey Mountain 12)**
- **Robin Riley (Central Savannah River9)**
- **Roy Masterson (HQ Southern District 13)**
- **Walt Liles (Piedmont 5)**

Congratulations to these fellows and thanks for your service! And thanks to their predecessors for their leadership and service.

So, in closing this quarter, here is how you can add to the SouthErneR Newsletter:

- Send letters to the Editor telling us what is on your mind.
- Send articles about what you are working on — all I need is two or three (or more) pictures and some notes/captions from you if you don't feel that you can write an article. Send it in and the Editor can do the rest.
- Send articles about a new product, tool or model that you have tried out recently. If it is of interest and value to you, then others may find it interesting as well.
- Tell about your division activities — we have regular space for this, but we don't always get content from all the Divisions. Work with your Division Secretary or Superintendent to submit a regular piece each quarter.
- Let the SouthErneR Newsletter know what is being done in your Division for outreach, recruitment and promotion of the hobby of Model Railroading.

I am enjoying the work as your Editor, and I would like to be just that — your Editor. To that end, I need YOU to submit material for the **SouthErneR Newsletter**. This is YOUR Newsletter — fill it up. And if you write something, send pictures to go with it.

Happy New Year,

John



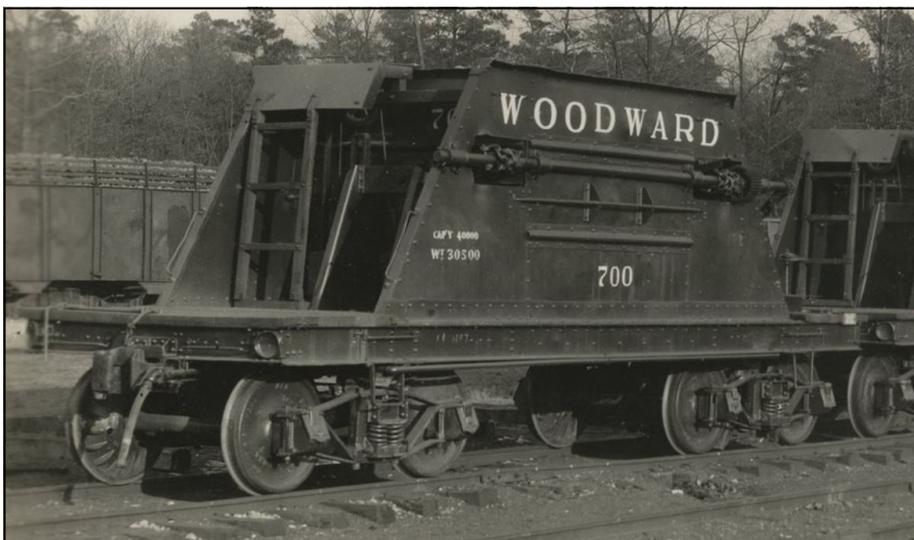
Birmingham had a great variety of motive power “back in the day”. This image, courtesy of Marv Clemons, shows a Southern 2-8-8-2 Mallet on the Cook Springs bridge east of Birmingham, in the area of Moody, AL. Of interest, one of our Steel City Members, Chris Shelton has this picture in a case at his home along with a gold pocket watch. When asked about it, Chris told us that his grandfather was an engineer on these locomotives for Southern Railway — maybe even in this photograph. These locomotives ran in Birmingham from 1925 to at least the late 1940’s when they were highlighted in an employee timetable regarding coal drags from Parrish, AL.

2017 SER Convention Steel City Division “Modeler’s Challenge” Woodward Iron Co. RR Brown Ore Car

Update: It has been confirmed that these (10) cars were built by the Pressed Steel Car Co for the Woodward Iron Company in 1908. This is known to be a time when WICo was developing brown ore mines at Docray in Tuscaloosa County, AL. This ore would have been hauled to the WICo blast furnaces near Bessemer, AL, on L&N trackage.

The Woodward Iron Company of Birmingham was in business from 1882 to 1974 as a merchant iron maker, meaning they sold pig iron of various grades to the open market. In 1926 the company sought to expand their brown iron ore production by opening a new surface mine in the Russellville Ore District, Franklin County, [NW] AL. The 700 Series hoppers shown were 20 ton cars used at the Vance Brown Ore mine near Russellville, AL.

The car most likely has drop bottom doors and looking at the rivet layout it appears the inside of the hopper is rectangular — this is a guess. The photo includes a line of cars with some turned to show the other side. You can see this in the original image in the UA Archive. By the way, it is believed that the rail in this image is 60#; this yard is located next to the Woodward blast furnace complex which was located not too far from our venue. Today the



site is an industrial park but some foundations remain.

The University of Alabama Digital Archives has an extensive collection of Woodward material including this photo from the late 1920’s. There are two other views of this car taken on the “high line” trestle at the Vance processing plant in 1929. More information is available on the 2017 Convention Website: www.2017serconvention.com. Do you have the skills to model this interesting car? You might use the approach of MMR Beaty for the “Burrito” crane featured in our Summer issue.

Go to the convention website and see what you can figure out about this interesting ore car. What clues can you figure out from the photo? Make your best model! Game On!



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The President's Car

Alan Mole



Word from the SER President:

As many of you know, Mayda and I decided to downsize last year. We finally moved to a new (smaller) house in early August, and since then we have been trying to cram everything we owned in the old house into the new. Needless to say we have had to make tough decisions about possessions that we only see once every 10 or so years or when we move! The good news is that we have made much progress, the basement is finished and so is the train room! Now comes the biggest challenge!

If I were younger, I would probably try to reassemble the tables, add the new sections and crawl around under the tables doing all the wiring, etc. on my own. Fortunately I have a fine support group of model railroaders and friends who will be helping me with the set-up so that we'll have trains running again in short order! *Message? Enjoy the company and support of your fellow modelers!!*

By the time you read this Christmas and the holidays will have passed, decorations put away, and those inflated credit card bills start to appear. Ugh! But, do remember how much we have enjoyed this season which is also the start of the Train Show season. In addition to the various well-known shows in Charleston, SC, Savannah, GA, WGH in Atlanta, GA, etc., there are many train layouts and displays appearing in shops, church halls, fair grounds, botanical gardens and homes (Piedmont Pilgrimage) all of which reinforces the continued attraction of model railways as a hobby and perennial entertainer. *Message? Enjoy and share!*

One final note. In finishing the basement, I had to have the Forsyth County inspector check and approve each step! Most of the time it was relatively easy with minor changes or corrections recommended or required.

However, one inspector gave the cold, business only impression as he walked through the house on his first inspection. Forget about my idle chat! When it came time to have the final inspection for the Certificate of Occupancy, guess who turned up!? But.....miracles still can happen if you have trains! He walked into the train room with my partial set up and immediately wanted to talk about his son, his train around the tree and his model racing cars. Needless to say, I passed without further ado! *Message? Work it out!*

Best wishes for the Holidays and the New Year, many thanks! Alan

SER Board of Directors Meeting January 27th & 28th, see page 16 for details.

After 5 years service as **SER Education Chair**, Peter Youngblood has decided to vacate this position in order to dedicate more time to his many other responsibilities.

First of all, on behalf of the SER we must thanks Peter for his service and entertaining reports. He will be missed! We are now seeking a volunteer to fill this position.

We believe that someone who has completed the MMR/Achievement Program and/or has had involvement in BSA or similar programs would be an excellent fit. If interested, please check out Peter's report in the Fall 2016 SouthErneR.

SER Education Program Chair - Job Description

- **Oversees** BSA Railroad Merit Badge Program, Contests and the Achievement Program primarily as promoter, consultant, facilitator, mediator and communicator to the Region and Divisions. **Each of these programs has its own Chair.**
- Is encouraged to attend SER BoD meetings to share and acquire relevant information; as a non-elected appointment made by the SER President, is not entitled to vote at BOD meetings.
- The SER Education Program Chair writes a quarterly column in the SouthErneR.
- Although not overly time consuming, the position is rewarding and offers opportunities to positively impact the programs it oversees. The SER Education Program Chair is without term limits.
- ***Interested volunteer candidates should contact SER President Alan Mole***



Education Department

Peter Youngblood, MMR

Another Part of Contests

This past October, the Piedmont Division 5, the one I'm in, decided to have some fun with our fall contest.

Well, actually there was a sub-plot. Because the NMRA still has a large donated inventory of HO scale undecorated 50 ft. single sliding or plug door plastic box car shells, members of the Division were challenged to enter the contest in the Popular Vote category (not judged) using one or more shells.

The requirement was the shells had to be built as anything *other* than a box car and displayed on a diorama measuring no more than 12" x 12". Announcements promoting the challenge were made at consecutive meetings prior to the contest and entrants were given the shells free. Approximately three dozen shells were handed out, but push having come to shove, only five were displayed by four contest entrants (one member used two).

Voted on by all members present, the winner, Norman Lundin, entered a busy two-story "Hobo Hotel" surrounded by numerous mini-scenes populated by colorful HO scale figures. A photo of the winner appears below, courtesy of James Bando.

Entries included a Spad bi-plane with Snoopy in the cockpit, a motel with a sun deck, even a salvage tug boat! Although the number of entries was lower than we hoped, that part of the contest drew lots of attention and good natured comments.

I haven't any idea what became of those other distributed shells, but I fully expect to see them put to creative use when visiting local home layouts. If you'd like to acquire shells for your Division or yourself, they can be ordered at the NMRA's Company Store www.nmra.org. They're free other than the cost of shipping.

As pertains to Popular Vote entries, often overlooked at Division and Region contests are the number of Popular Vote categories as copied here from the official #901 NMRA Contest Form. If your Division hasn't already done so, try adding interest and fun to your contests by encouraging participation in the "People's Choice Awards" where your members determine their favorites by popular vote.

Peter Youngblood, MMR,
[Former] SER Education Program Mgr.

PEOPLE'S CHOICE AWARDS (Popular vote - Direct entry)

Model

- Favorite Train
- Locomotive*
- Rolling Stock*
- Caboose
- Structure
- Display

Arts & Crafts

- General
- Needlework
- Railroadiana
- Photo (B&W or Color)
- Model Print
- Prototype Print

Special Award Categories

- Photo Match
- Thumbs Award



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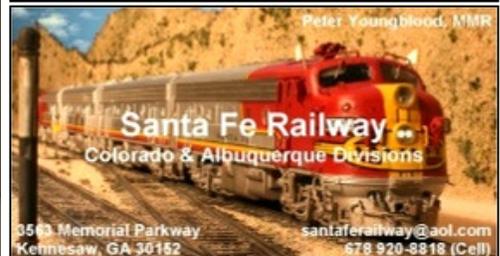
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Achievement Program

The following is from the NMRA.org website:

In simple terms, the Achievement Program (AP) is a travel guide, to help you on your journey through the world of model railroading. The AP also provides incentive to learn and master the many crafts and skills necessary in the hobby of model railroading. With the completion of each category, you will be issued a certificate acknowledging your achievement.

The AP requirements are a set of standards, but they can also serve as a set of guideposts for those who are new, near-new, and not-so-new to the hobby. Not because they lead to some sort of official pat-on-the-back, but because they are a source of ideas for projects that can help us learn to become better modelers.

Briefly, the AP is a system of requirements for demonstrating a superior level of skill in various aspects of our hobby. It covers not only building various types of models, but also building other things which are important to the hobby, such as scenery, structures, track work, and wiring. It also recognizes service to the hobby and the NMRA, which are important as well. Use the links on the right to explore the different certificates and requirements.

We hope that you will soon find just how easy it is to participate in the Achievement Program, and if you are not yet involved start you off on the right foot. Please visit the AP Staff Roster page to find contact information for your Regional AP Manager.

Master Model Railroader (MMR)

An NMRA member qualifies as an MMR when one has obtained at least seven of the eleven Achievement Certificates provided that one has earned at least one Certificate in each of the four areas of the Regulations. Earning the title of MMR is the ultimate goal for many participants in the Achievement Program.

The 11 Achievement Program Awards by the 4 Categories are:

1. Model Railroad Equipment

- Master Builder Motive Power
- Master Builder Cars

2. Settings

- Master Builder Scenery
- Master Builder Structures
- Master Builder Prototype Models

3. Engineering and Operation

- Model RR Engineer—Civil
- Model RR Engineer—Electrical
- Chief Dispatcher

4. Service to the Hobby

- Association Official
- Association Volunteer
- Model RR Author

To qualify for the Master Model Railroader status, you must earn

7 of the above awards with the stipulation that at least one award must be earned in each of the 4 categories.

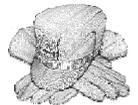
Some people may be reluctant to participate in the AP, because the rules seem difficult to understand. The website pages explain each of the different categories in the AP, and what the exact requirements are.

Golden Spike Award: If you are new to the AP, may we recommend that you take a look at the Golden Spike Award, although not an actual AP category its requirements are structured along the same lines. Further Information is available at www.nmra.org

New Awards in our Southeastern Region this quarter are:



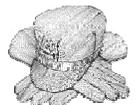
**Golden Spike Award
Magnolia Division 14
Gerald Mabry**



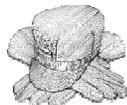
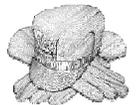
**Golden Spike Award
HQ Division 13 (South)
Roy W. Masterson**



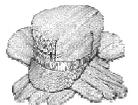
**Golden Spike Award
HQ Division 13 (South)
William T. Orman**



**Model RR Author Certificate
HQ Division 13 (South)
Brendan Brosnan**



**Master Builder Structures
Land O' Sky Division 15
Greg Williams**



Division AP Chairmen for Divisions which have them are:

Steel City Division (2)

Tom Schultz, svrr@charter.net (205) 879-3603

Piedmont Division (5) & Southeastern Region Chairman

Randall Watson, randallwatson1@bellsouth.net (770) 831-5736

Palmetto Division (7)

Art Farwell, trac555@gmail.com (864) 895-7125

Bluff City Division (10)

Greg Scharfetter, gasharfetter@bellsouth.net (901) 219-4219

Cumberland Division (11)

George Gilbert, MMR, rgilbert@comcast.net (615) 352-1254

Smokey Mountain Division (12)

Larry Burkholder, lbtexan@chartertn.net (865) 408-9903

Headquarters – Northern District (13)

Al Westerfield, MMR, westerfieldalfred@frontier.com (931) 788-1916

Headquarters – Southern District (13)

Dale Bryant, livewire@fbright.com (423) 991-5243

Land O' Sky Division (15)

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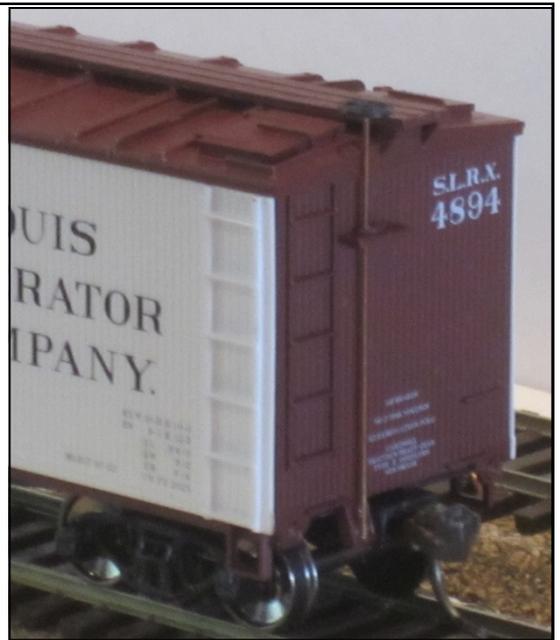
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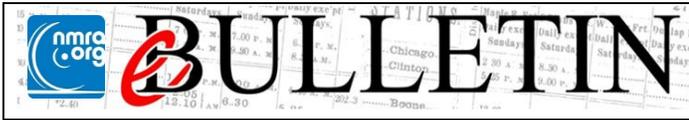
The **Mid-Continent Region of the NMRA** is offering as its current car project a set of six 40' wood refrigerator car kits lettered for the St. Louis Refrigerator Car Company. The cars are produced by Accurail and include trucks and Accumate couplers. Car numbers in this set are 4265, 4317, 4280, 4302, 4894, and 4836 and unique to this project.

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To order contact: <http://w.mcor-nmra.org/Regional-Car-Kit.php>

This ad is appearing via reciprocal agreement with the Mid-Continent Region who is advertising the SER Car in their **Caboose Kibitzer Newsletter**.

Stay connected to the SER & NMRA



Be Sure Your Email is Up-to-Date

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Five, Four, Three, Two One! We have lift off! The Kennedy Space Center is one of the most exciting places to visit while you are in Florida.

In 1968 the **Kennedy Space Center** became the primary launch center for NASA. The Kennedy Space Center Visitors' Complex is the only place in the world where you can walk under the largest rocket ever flown. You'll also be able to touch a moon rock, meet an astronaut, experience the International Space Station, stand nose-to-nose with Atlantis, and so much more. This is one tour that is really "out of this world!"

Or, step back with us to the 11th Century where knights do the bidding of kings! Join us at "**Knights of the Realm**" for a four-course feast and a show that will entertain you with pageantry and thrills. You'll also be able to visit an authentic medieval village containing a series of workshops including a basket shop, carpentry shop, metalsmith and a blacksmith creating chain mail armor one link at a time. See you at the show!

Did you know that **St. Augustine** is the oldest continuously occupied settlement and port in the continental United States? St. Augustine has 452 years of history including rule by Spain, Britain, and the

A few words from the President

The State of the Hobby and the NMRA

Each January, the United States President gives an address to Congress entitled the "State of the Union." This address advises Congress on how the government is working, as well as those issues facing society in general. Well, with apologies to the U.S. President, I would also like to address the state of our hobby and that of our association.

The full text of these thoughts can be found in the January issue of *NMRA Magazine* but let me summarize by stating that the state of each is excellent. Never has the hobby been more fulfilling and never has it been more rewarding. I think we would all agree that model railroading has never looked better nor operated more realistically. From DCC to new technologies that offer unlimited promise, we are living a true golden age in our hobby.

Similarly, the NMRA has never been stronger or more enjoyable than it is today. Gone are the "politics" of the old days and the inward focus that emphasized insular issues over the hobby in general.

But technological advances and increased realism are not the only reason the hobby is satisfying to an extent never before seen. It is today's hobbyist who also adds to the scene. For as we age, one advantage is that we now have the time and in many cases, the discretionary income to pursue our hobby in ways only dreamed of in our younger years. At last, with the kids out of the house and college paid, there is money available for that newest N-scale diesel or HO craftsman kit.

Despite my earlier more gloomy prognostications on our future, I refuse to either admit or predict the demise of scale model railroading anytime soon. Our hobby is just too satisfying and appealing to believe it is in its "last days." One need only look in the eyes of a child at a train show or witness the excitement at a Thomas event to conclude that trains remain fascinating to younger generations, as they have been for decades and decades.

Lots more news — sign up for email eBulletin TODAY!

Our Latest SER Fund-Raising Car Kit



No layout can have enough of these cars!

The Southeastern Region of the NMRA is proud to announce the availability of a limited number of Accurail HO scale ACF 4650 cu. ft. covered hopper kits custom decorated for the SER. The car built date is 5/88 and is lettered for Engelhard.

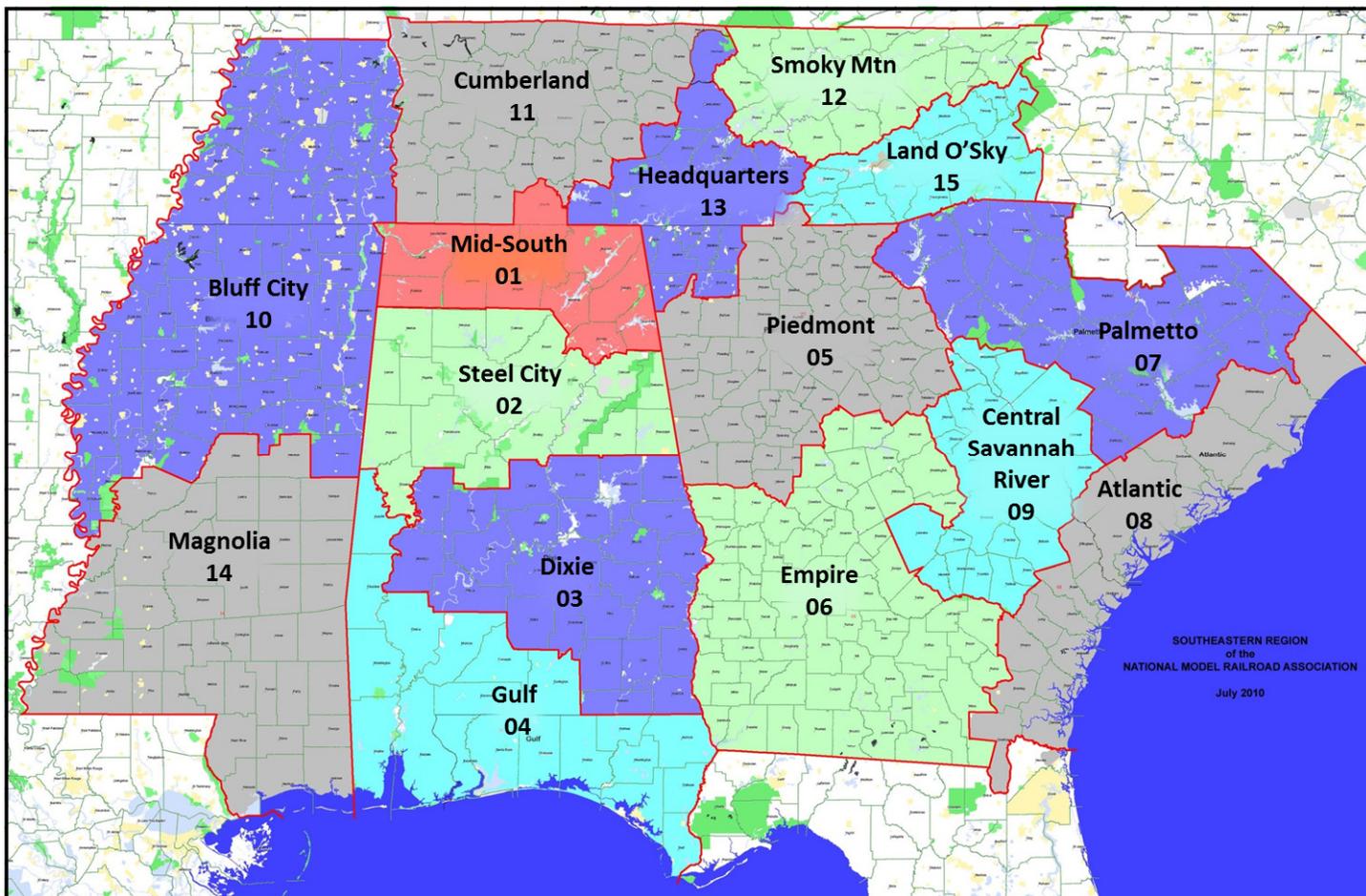
The car, offered in one road number, is injected-molded plastic featuring plastic wheelsets, Accumate couplers and separate brake detail. Orders of two or more cars includes a free easy-to-install replacement decal set, twelve numbers in all.

Cars are available at \$23 each plus shipping \$6.00 for one car. Two cars shipping \$7.00. Three or Four cars shipping \$8.00.

COST BREAK - when ordering four or more cars only \$20 per car plus shipping of \$8.00. Orders of more than four cars add an additional \$1.00 per car for shipping.

Check or money order payable to:
 SER-NMRA c/o Randall Watson SER Car Project
 730 Morning Creek Lane
 Suwanee, Ga 30024

For additional information contact Region Car Chair Randall Watson at: randallwatson1@bellsouth.net



SOUTHEASTERN REGION
of the
NATIONAL MODEL RAILROAD ASSOCIATION
July 2010

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3 Dixie: Brett Scott 334-799-3096 davidbrettscott@gmail.com
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3815 Rebecca Ct, Jackson, MS 39216-3719
15 Land O' Sky: Ken O'Brien 828-696-9436 kobrien1600@live.com
550 Patterson Road, Hendersonville, NC 28739



Southeastern Region Division News



Division 1 – Mid South — Sandy Warrington, Superintendent

281 Shortleaf Lane, Harvest, AL 35749

256-617-8098

wewarrington@msn.com

The Division membership is holding at 49. Ten to fifteen members continue to meet monthly. Besides the usual business, time is provided at each meeting for members to make a presentation on a model or technique.

The November meeting was held at the Decatur Depot. The depot is currently being renovated and work has started on a display layout. After the November meeting, the attendees have the opportunity to join a layout work session. Although not a Division

sponsored project, many Division members support the work at the Depot and the layout there.

Visit the Division website:

midsouthnmra.org/



Division 2 — Steel City — John Stewart, Superintendent

1103 Lake Forest Circle, Birmingham, AL 35244

205-901-3790

jstew@bhamrails.info



The Steel City Division in Birmingham, AL meets monthly (except December) on Thursday evenings.

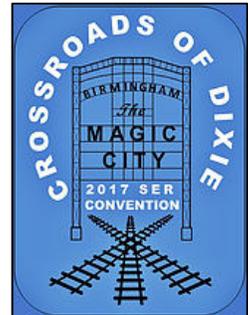
Check our website www.scd-nmra.org for meeting information as well as other information about the Division, its members and activities.

You can also download our electronic newsletter "The Coupler" which is emailed monthly to Division members, friends of the Division and other interested parties.

We welcome visitors to our meetings and other activities including layout tours, operations sessions and other events.

The Steel City Division will be hosting the **2017 SER Convention and Train Show June 9th and 10th, 2017** at the Bessemer Civic Center in metro Birmingham. Plan now to attend. For more information see the convention website for convention plans

www.2017serconvention.com



Division 3 — Dixie — Brett Scott, Superintendent

803 Durden Rd, Prattville, AL 36067-1534

334-799-3096

davidbrettscott@gmail.com

The Dixie Division covers a large area of SE Alabama with groups in the Montgomery/Prattville area as well as the Dothan/Enterprise/Ozark area. There are very active clubs in both of these areas of the Division that support open houses, layouts and a Train Show. Currently the club activities essentially take

the place of formal Division meetings.

See the Club Car page of the SouthErneR for more information, contacts and websites. Visitors are welcome — call ahead.

Division 4 — Gulf — Reed Ostrander, Superintendent

7622 North Shores Dr, Navarre, FL 32566-8411

850 830-6331

drostrander@bellsouth.net

The Gulf Division covers 10 counties in Florida's Great Northwest (Western Panhandle) as well as 10 counties in southwest Alabama. Metro areas include Mobile, AL, Pensacola, Ft. Walton Beach and Panama City, FL.

There are active groups in each of these larger communities — see listings on the Club Car page in the SouthErneR. In addition there are active groups at Milton, FL as well as Foley, FL.

Division 5 — Piedmont — Walt Liles, Superintendent

4388 Brandon Cove NE, Marietta, GA 30066-2106

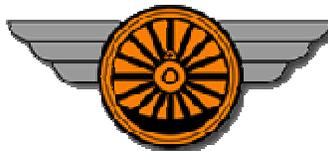
678-896-6311

wliles.crrman@gmail.com

Congratulations to new Division Superintendent Walt Liles whose term begins January 1, 2017.

See website for Division News:

<http://www.piedmont-div.org/>



Meeting location"

Holy Innocents' Episcopal Church
805 Mt. Vernon Hwy. N.W., Atlanta, GA 30327
Board of Directors Meeting—6pm; Regular meeting—7pm See website for directions.

Division 6 — Empire — Bill Attaway, Superintendent
118 Lenox Drive, Bonaire, GA 31005-3604 478-954-9200 attawayw@mac.com

The Empire Division covers a large part of southern Georgia including the cities of Columbus, Macon, Albany and Valdosta. There are active groups listed in the Club Car page for each of these areas.

The Empire Division continues to work on new initiatives includ-

ing a new website under construction which you are encouraged to visit for information on activities and upcoming events:

www.empiredivision-ser.org

Check out the Empire Division!

Division 7 — Palmetto — Ron Lown, Superintendent
108 Saddle Horn Ln., Piedmont, SC 29673-9184 864-845-3260 rlow3260@gmail.com

Plans for additional meetings and alternate locations and activities are underway. Many members are associated with model railroad clubs and railroad historical societies.

Division 7 (Palmetto) currently has 101 members. The Palmetto Division covers a large part of inland South Carolina including the major cities of Greenville/Spartanburg, site of the 2015 SER Convention and Columbia.

The Division maintains a great website that provides information on activities and meetings. <http://www.palmettodiv.org/>

Meetings are generally held on a Saturday during the Fall and Spring. Format includes clinics in the morning, lunch and layout

tours in the afternoon. Recent Division meetings have been held at Greer, SC midway between Greenville and Spartanburg, SC

Upcoming Events in the Pаметto Division will be"

- **Friday – Saturday, February 10-11** --- CRM&HA Annual Train Show (Rock Springs Church, 207 Rock Springs Road, Easley, SC \$7)
- **Saturday March 11** --- Spring Meeting of the Palmetto Division at The Cottages at Brushy Creek, 101 Cottage Creek Circle, Greer, SC.
- **Saturday, March 25** --- Columbia Model Train Show (National Guard Armory, Columbia, SC \$5)

Division 8 —Atlantic — Mark Pruitt, Superintendent
106 N Warwick Trace Goose Creek, GA 29445-7105 (843) 572-1725 mark@mabrunton.com

Hello from your Atlantic Division Here is a general template for Division meetings - short business meetings followed by clinics and layout and/or prototype visits to round out a day of activities.

With confirmation of officers an appointment of area coordinators at our July, 2016 meeting, the Atlantic Division is now up and running as an active division of the Southeastern Region.

The Atlantic Division stretches about 50 miles inland along the coast of Georgia and South Carolina including the cities of Brunswick, and Savannah, GA as well as Hilton Head, Beaufort, Charleston and Myrtle Beach, SC.

Mark Pruitt (nee Brunton)
 Division Superintendent

Division 9 — Central Savannah River — Robin Riley, Superintendent
191 Twin Ponds Ln, Aiken, SC 29803-1713 803-226-9536 robindriley@gmail.com

Election of Division Officers

Elections were held in September, 2016 with the following nominees elected:

- Robin Riley, Superintendent
- Jack Connors Vice Superintendent
- Don Barnes Secretary
- Andy Chandler Treasurer

Operating Sessions

Tuesday night operating sessions have resumed. As of October, we will be back to offering a session every Tuesday night on the Burnt Hills and Big Flats, See the bhf.weebly.com website for announcement of future Tuesday night and Saturday afternoon operating sessions.

Division 10 — Bluff City — Mike Fleming, Superintendent
2676 Satellite Street, Bartlett, TN 38134-4642 (901) 467-7138 mrfleming@netzero.net

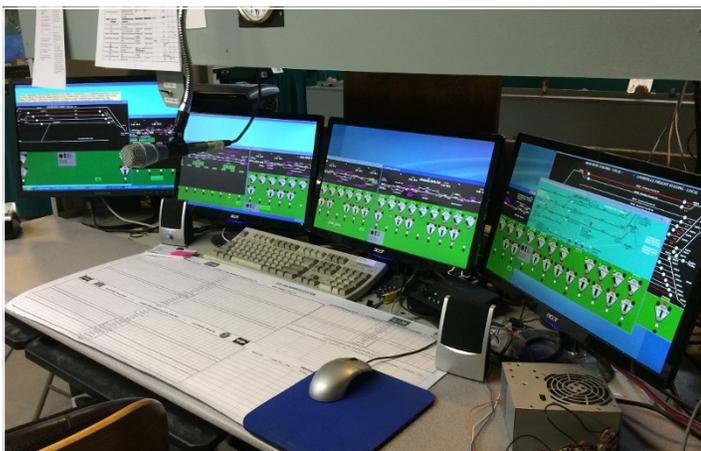


The Bluff City Division is a very large Division covering western Tennessee and northern Mississippi. The cities of Jackson and Memphis, TN are included as well as Columbus and Tupelo, MS and a number of other towns.

Current leadership of the Division is focused in Memphis and centered around the Memphis Railroad and Trolley Museum (MRTM).

Memphis clubs have a great situation with a "home" at AZO a local manufacturing site. They make their second floor space available for layouts. We work with local clubs to organize a periodic open house at AZO where the local club layouts are located.

Photos on the next page show portions of two of the layouts of local clubs located at the AZO facility.



Division 11 — Cumberland — Bob Hultman, Superintendent

1305 Chestnut Drive, Brentwood, TN 37207

(615) 833-5158

hultman@bellsouth.net

Keep up with activities in the Cumberland Division by visiting their website: <http://tcry.org/cd/index.htm>

The next event in 2017 will be our Spring, 2017 Division Meet held in conjunction with TN Central Ry Museum Open House.

Also, the TC Ry Museum's hobby shop has received the Atlas

HO Alco C420 locomotives, road numbers 400 & 401, both sound & non-sound versions. Over the years, Atlas has released Alco RS-3's, Alco RS-36's & now C420's painted & lettered for TC Ry. Atlas has also released a couple versions of TC cabooses. Cumberland Division appreciates Atlas for their support with HO scale offerings of TC Ry locomotives and rolling stock.

Bob Hultman Division Supt

Division 12 — Smoky Mountain — Doug Hughes, Superintendent

1220 Bishops View Lane, Knoxville, TN

37932-2672734-678-5903

w3ho@aol.com

Smokey Mountain Division 12 consists of 62 NMRA members living in East Tennessee.

Division activities consist of four social dinners yearly with the 2017 kick-off being held at a restaurant in Strawberry Plains on January 5th.

A new slate of officers was recently elected. Four of the five officers meet for lunch almost every Thursday at a Mexican restaurant in Oak Ridge usually with 2-3 other NMRA members also in attendance. Just call if you wish to join us.

Discussions are lively and include: application of microprocessor kits from Arduino to the layout, pros & cons of various DCC hard-

ware, sound decoder installations in older model locomotives, upcoming operating sessions on the several large private and club layouts in the division, the never-ending search for clinicians and clinic topics for our quarterly meetings, home layout progress, and progress (or non progress) of several members who are active in the Achievement Program.

We also follow the physical well being of various division members. Our friendly waiter is never amazed to see us passing model trains around for show-and-tell. They are usually N scale, as we larger-scale modelers are out numbered.

Division 13 — Headquarters — Co-Superintendents, Districts

S District Roy Masterson (423) 227-0334 rwmasterson@epbfi.com

N District Tom Shallcross 14 Briar Court, Crossville, TN 38558-8810 931-484-7565 chipmonk4@comcast.net

The Headquarters Division is located in the western part of East Tennessee including the Chattanooga metro area in the south (including some counties in North Georgia, as well as the city of Crossville, TN, in the northern part of the Division. The Division is divided into two Districts, north and south, with Co-Superintendents noted above.

Roy Masterson is the new (Co) Superintendent of the Southern District of the HQ Division. He is an active operations oriented model railroader (Louisville Southern MRR).

The actual area covered by each of the Headquarters Division Districts are defined as:

Headquarters North District — The Tennessee Counties of Pickett, Fentress, Cumberland, Van Buren, Bledsoe, Rhea and

Meigs. Almost all members of the Division are members of the **Crossville Model Railroad Club**.

Headquarters South District — The Tennessee Counties of Franklin, Marion, Grundy, Sequatchie, Hamilton, Bradley, McMinn, Monroe and Polk as well as **Georgia Counties** Dade, Walker, Catoosa, Whitfield, Murray, Chattooga and Gordon. Several members of the Southern District are also members of the **Chattanooga Modular Modelers**

From our perspective, the two part Division is working well. We hope that creating two Districts will have an overall positive impact by increasing participation throughout the HQ Division. That has been the short term positive result.

HQ Division – Southern District Report

The Southern District held our first Board meeting in October with all new officers and directors. Positions appointed were:

- Mark McAllister, Assistant Superintendent
- Owen Maddux, Secretary
- Bill Orman, Treasurer;
- Directors Dale Bryant, Brian Ford and John Lanese.

Four board members attended the October BOD and general meeting of the Piedmont Division in Atlanta and to meet with SER officers and Piedmont Division officers. We appreciate their hospitality and assistance as we move to become an active part of the NMRA.

We are proud to report that 6 new members joined the NMRA in our district in November.

Dale Bryant has volunteered to be our AP Chair and Owen Maddux is working on details to create a BSA Railroad Merit Badge program in Chattanooga for Scouts in the Tri-State area.

The Chattanooga Modular Modelers (CMM) held their 3rd Annual

Fall Cookout and Roundhouse sale on Saturday, October 15 with over 40 people in attendance. Some attendees also brought tables of trains looking for a new home. An added extra, TVRM's 4501 steamed by the clubhouse on its way to Summerville, Georgia from Chattanooga.

On October 27-29 the CMM set up a 10' x 30' modular layout in the Summerville, GA Depot for the towns Tracks & Trains Expo. The TVRM ran a passenger train from Chattanooga to Summerville pulled by the 4501. Fifteen members of the club participated in the setup and operation of the layout.



The Southern District will be holding their first Quarterly meeting and election of board members in early January.

So, watch your e-mail for the announcement.

Division 14 — Magnolia — Pat McCarty, Superintendent

3815 Rebecca Ct, Jackson, MS 39216-3719

(601) 955-0510 (cell)

maccars@gmx.com

The Magnolia Division is located in southern Mississippi and includes the larger cities of Jackson, Meridian, Hattiesburg and Gulfport, MS,

Presently, we have 27 active NMRA members. We are going to be working to identify all the model railroaders in the division, with the goal of increasing membership and participation.

There are three active clubs in the division: Meridian, Jackson (The Jackson Society of Model Railroad Engineers and the Central Mississippi Model Railroaders), and Gulfport (Mississippi Coast Model Railroad Club).

Meridian meets every Saturday morning at the Meridian Railroad Museum, located at the old Southern Depot. It is a beautiful facility, and well worth a trip over to visit. The city has spent tons of money on the depot and its environs, and it is a gem in the

Queen City's crown.

The CMMRRC meets every Tuesday evening at the Mississippi Agriculture Museum, where they have a beautiful display layout depicting agricultural scenes from across the state. Members also get together on Saturday mornings to run trains for the museum patrons. The JSMR has a pair of very nice layouts in the same facility – one is O scale, the other Lionel. All of these layouts are available for visitation throughout the day during museum hours with trains running automatically on demand.

The Gulfport club operates the Mississippi Coast Model Railroad Museum (<http://www.mcmrcm.org>), which is open to the public Tuesday through Saturday, and provides viewing of all kinds of model railroad layouts and equipment – with plenty of hands on experiences for kids of all ages.

Division 15 — Land O' Sky — Ken O'Brien, Superintendent

550 Patterson Road, Hendersonville, NC 28739

828-696-9436

kobrien1600@live.com

Land O' Sky Division meetings are held quarterly on the third Saturday of January, April, July & October. Locations vary. Call (828) 696-9436 for program information and directions.

The Land O'Sky Division will be hosting the **2018 SER Convention at beautiful Lake Junaluska, NC.** The Convention Committee met on September 18 to discuss various items needed for inclusion in advertising we will be using for the 2018 Convention. The Division is proceeding with various tasking for the proposed 2018 Region Convention. We will hold another meeting soon to share out the various jobs to be performed.

SER Board of Directors Meeting, January 27th and 28th

Pre-Meeting Activities, Friday January 27th

Dinner will be at **Snappy's Italian Restaurant, 2769 Soco Rd (Hwy #19) Maggie Valley, NC at 6:00 pm**

Following dinner there will be a presentation at the Terrace Hotel

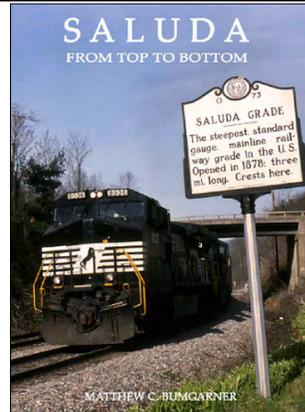
by Matt Bumgarner author of **'Saluda from Top to Bottom'** a very interesting book on the history of Saluda grade, the steepest main line railway in the U.S. The book was released in the fall last year.

Board of Directors Meeting, Saturday, January 28th, 2017

The BOD meeting will start at **9:00 am in Room 315 at the Terrace Hotel, 689 North Lakeshore Dr, Lake Junaluska, NC 28745.**

SER Members are welcome to attend the Board Meeting.

After the Board Meeting there will be Layout Tours at Apple Valley RR at the Hendersonville Depot and 2 other home layouts.



End of Year Financial Report for the Southeastern Region of the NMRA



SOUTHEASTERN REGION NATIONAL MODEL RAILROAD ASSOCIATION



Financial Report

December 31, 2016
Sally Bando, SER Treasurer

BANK ACCOUNTS	BALANCE
Wells Fargo Checking - SER Account	\$20,060.53
Wells Fargo Checking - Convention Account	581.70
Total All Bank Accounts	<u>20642.23</u>
CERTIFICATES OF DEPOSIT	Balance
Wells Fargo CDs-12 month	7,911.38
12 month	7,632.59
12 month	4,007.08
6 month	9,714.45
Total All CDs	<u>29,265.50</u>
 Total Cash	 <u>49,907.73</u>
 Restricted Cash	 5,181.45
Delattre Designation	<u>\$1,164.00</u>
Total Non-Restricted Cash	<u><u>\$43,562.28</u></u>

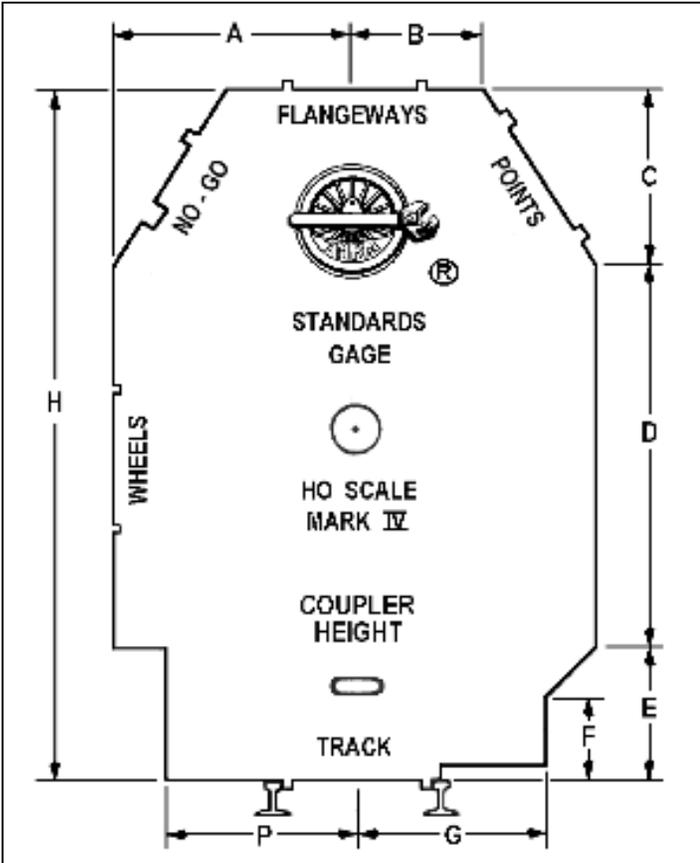
Notes and Recent Activity:

All Petty Cash returned from Sally Bando and Randall Watson.
 Military memberships: 17 retired/2 active
 Have contacted The Delattre's, they are ready to donate another \$1000 for Military NMRA memberships.
 All Cd's have rolled over into 2017
 It was decided at the BOD meeting in Aiken SC that DVD's and Patches are to be given away.
 Restricted Cash refers to the Life Time Memberships.
 Have started the process of refiling for Corporation

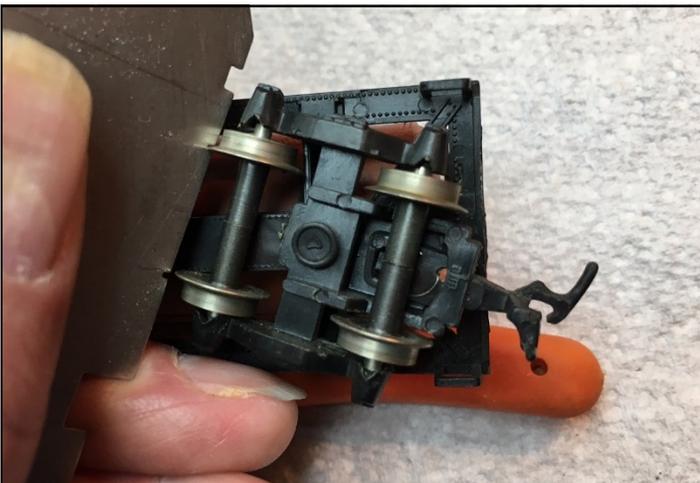
Part II — Suggestions for Better Layout Performance

By Reed Ostrander, Sup't Gulf Division 4

You say you don't run much because you have gone round and round your layout and now it's "been there, done that". Or you don't like operation because backing up leads to derailling or worse. Or coupling is a problem. Well, I discussed coupling and truck maintenance last time so this time I will make some suggestions regarding track and operation based on my 75 years (yep!) of messing with model trains.



Perhaps you rushed construction of a layout "because you wanted to get running". A laudable objective but you finished the layout and you don't run much anymore. Getting around the track is a not a certain thing anyway. So the layout sits in a corner in the attic-basement-spare room unloved and unused. This can be fixed and any layout can run to near perfection. But you may not like the concept of starting all over again. Fair enough!



What can you do to get going again without all the frustration of poor operation? First reread my suggestions on getting cars in good operational shape in the last *SouthErner*. It will take some time but I bet you will at least will have better operation just fixing up your rolling stock. Sadly you still have some problems with trains getting down the track and backing up through turnouts. What follows are some ideas to get that track smooth as glass.

First, if you use truck mounted couplers just kiss reliable backing through curves or turnouts goodbye. The swing of the coupler mount shoves the pushed truck off the track. It's plain geometry. That long arm holding the coupler leverages the pushed truck to the side and, in all likelihood, will push the wheel flanges over the top of the track and that's that. The car is on the ground. Good operation equals body mounted couplers no matter what you say. Looks better too.

Do you clean your track? Of course you do! Get all that grime and corrosion off the track surface. Use a fine grained track cleaner and rub until the surfaces are clean and shiny. You can feel the difference as you work.

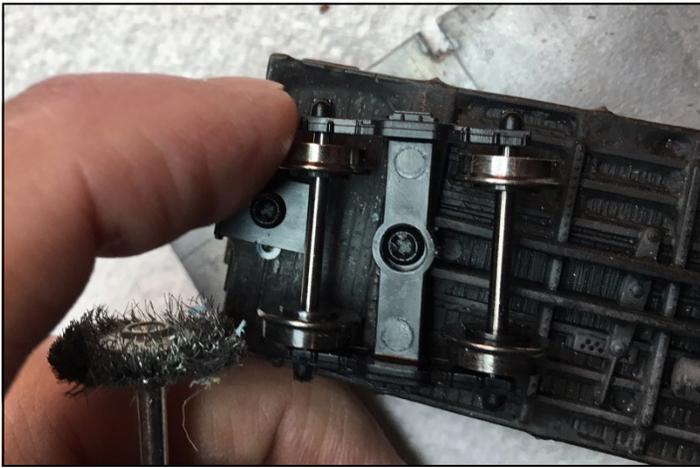


Now look at all the car wheels. If they are corroded and grimy all that gunk will be put back on the rails after about two passes and operation will again be poor. So how to clean those wheel treads? If you have plastic wheels there is one solution only. Replace them with metal wheels that can be cleaned and don't gum up as quickly. Yes it is costly, but you have an investment in the cars so make them good clean operators. Do a few cars at a time and don't run the dirty wheel jobs until they have been cleaned up. You say you have over hundred cars? Same message. Get them cleaned and tuned up before putting them on your nice clean track. Might check your engine wheels as well.

You ask "how do you clean the wheels efficiently?" Get out your Dremel tool with an old worn down, narrow wire brush chucked in. Take off the offending trucks with dirty wheels hold upside down with one hand keeping a finger lightly on a given wheel. Put the spinning wire brush on the tread of the other wheel on the same axle. Let it spin against light finger pressure on the opposite wheel and watch it clean the wheel bright and shiny. Alternatively remove the wheels and pop them in a cleaning solution of turps or strong detergent overnight. Rinse and return to the truck nice and clean with less effort. Neither method is fast yet they get it done.

OK - we got clean track, clean wheels and operation is a bit better but not great - meaning no stalls or derailments.

Do you have sectional track - small segments 6 - 10 inches long? That would be a problem and the best solution is replacement



with yard long sections. If that's not feasible what to do about those little sectional pieces?

Use a minimum of 24" radius sections (30" radii are what you really want as a minimum). Run your finger along the inside edge of your track whatever the type and feel for bumps and sharp edges. These catch wheel flanges and pop the wheel right up and over the rails. Figure a way to file those edges away. With sectional track you can separate, file the joining rail heads' inside edges at a slight taper on every section. Leave no flash by sanding the filed areas with some 200 grit sandpaper. It's not a bad idea to do this on all track joints straight or curved especially if you have less than 30" radius curves. This action may get another increment of improved operation.

Do you have an NMRA track gauge? Sure do. Now check all track for gauge and file where too narrow. This can be laborious but hang in there. Pay particular attention to turnouts. Without doubt wheels will ride up and derail on narrow frogs and points. So get that file out - wait you don't have a small pointed, flat file



that will get in those places. Oh - a proper file is a must-have to solve so many problems. Good tools to fit the job will improve your disposition and train operation big time.

Now you have clean, smooth track that's "in gauge" so you probably have better operation. If not, do it all again and be less hasty. This is not a quick fix deal. And if one of those track sections or turnouts just refuses to provide good operation, cut it out and replace. Cost just has to be accepted as a requirement for good operation. Now get rid of all track sway-backs and kinks even if you have to re-lay some of the track to do it. Sway-backs and kinks look bad and operate the same way. If you have done all these things you have much better operation



without doubt. The test is running around the track all evening with no derailments. This includes backing a train into a siding with consummate smoothness and an easy couple up as well (see part 1).

Finally do your trains tend to stall here and there around the lay-



out for no apparent reason? You say you have super clean track but stalls occur. Do you have all track joints soldered together? Better do it!

And every track section needs drops (wire connections from the rails to the main feeders) soldered to the track and feeders. This chore will provide reliable running even if a soldered track joint was poorly done or cracks and fails, assuming the track is clean. What a great scenario, trains running down the tracks with-



out bumps, jumps, halts or faults. Ah, terrific!

Now about those "hitchy" engines that reside in their boxes more or less forever. Maybe a part 3?

Editor Note: I am very sad to report that Rev. Chris Burch died November 6, 2016 following a heart attack and subsequent stroke.. Chris and his wife Roz had retired in 2015 from his church, St. Peter's, Braunstone Park, Leicester, UK. Chris was a great person, fun yet spiritual and "train mad" by his own admission. His work may be seen on his web site www.burches.co.uk/railways

Chris was a well respected member of the local model railroad community as indicated in posts by fellow modelers: "Chris was a good friend, and was one of the nicest people you could hope to meet. He was also an excellent layout operator, and a valued member of the team for both Hawthorn Dene and Furtwangen Ost. Indeed he was one of the very small number of people who could run the tramway on Furtwangen Ost with very few mistakes and talk to people while doing it, no mean feat of concentration."

"Geoff Warren and I attended his funeral in a packed Leicester Cathedral this afternoon, representing the Hawthorn Dene team and Bingham MRC. It quickly became clear that Chris was held in very high esteem in the church and in the community. A wonderful person who I will miss immensely."

"He was due to attend our show at Weston yesterday. So saddened and shocked to hear the news earlier in the week of his sudden passing. Chris attended our show last year with his layout, Howling Moor Dam. He loved to chat to our visitors and encouraged the children to "have a go" on the layout - handing out certificates to those who took up the offer. He made many a young child very happy that day."

"Chris always had a smile and a kind word. A very jolly and friendly chap who is such a sad loss. My condolences, and those from the staff at Weston School, go out to his family and friends. We put a tribute to him in our show guide yesterday and a number of visitors signed a condolence card which will be sent off to his family in due course." -We should hope to be remembered so well by our peers.

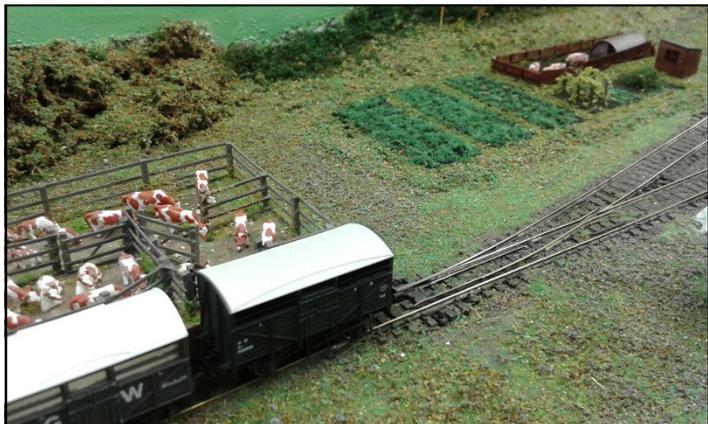


Part II Malmesbury: Great Western Ry Branch Line, An N Gauge British Railway Layout

By Rev. Chris Burch

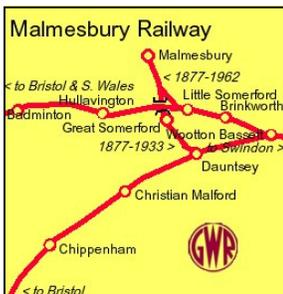
Bringing the railway to life

Gradually the ground became less like a bare board and more like a slightly untidy station, as more scatters were added. At one end the rising ground is covered with trees and bushes, leading to the Abbey (a copy of a photo in the book, scanned and coloured in, then stuck on the



end-scene) and at the other end I made a two-dimensional model of the Railway Hotel, complete with creepers growing up the front.

when I went to buy miniature cattle, I had to insist on brown-and-white, not black-and-white cows. The board at the back – the backscene – has a hedge and some trees growing in front of it, and I painted the sky a very pale grey – blue sky in the UK is an event – but I wasn't satisfied with the distant landscape, and ended up painting a line of hills, pushing the paintbrush behind the trees and breaking some of them in the process, until I was happy with the look. The green was too vivid and I covered the whole scene with not one but two thin washes of white paint. It now looks a bit misty – just right for a spring morning.



The track plan from the Ordnance Survey map of the early 20th Century shows two allotments – I can just imagine the railway workers using their spare time between trains, digging their plots and growing vegetables, so Malmesbury now has potatoes and beans, raspberries and strawberries – and some pigs! The cattle dock has cows waiting to be loaded on the cattle wagons on market day. From the 1950s/60s most British cattle were black-and-white Friesians, but in the 1930s that breed didn't exist here. So





In the last couple of months we have glued down some packing cases, a few passengers and railway workers – the one digging the allotment has taken his uniform jacket off and so I had to paint his braces over his shirt! – and a couple of early lorries, a taxi and a horse and cart belonging to W & E Longstone, the local grocer. One photo in the book showed a sort of garden border in front of the loco shed, so that now appears on my model. I love this part of the project – it makes the whole scene come to life.

Locos, carriages and trucks

The rolling stock had some attention too. I bought some coal trucks, customised to the “private owner” wagons of two local coal merchants. They arrived, all new and shiny – but how many shiny coal wagons have you seen?? Some dry-brushed black paint and weathering powders – and they look well-used. We also made coal loads to put in them – real coal, crushed to size with a hammer and plastic bag, glued with PVA on to cardboard formers and placed into the wagons. Even the locos and carriages were weathered, not to look filthy but just used and a bit dusty.

The locos in use on the real line weren’t available commercially, so my friend Hugh modified a couple of bought tank locos to represent two early classes, one from the late 19th century, and they run up and down with passenger and freight trains. They are both tiny by USA standards (0-4-2 wheel arrangement, or 0-2-1 in USA usage) but in real life they hauled a surprising amount of stock. The monthly cattle train, which took cattle away from Malmesbury’s monthly cattle market, was often 20 wagons long, giving the little tank engines a load of over 200 tons. My cattle



trains are only 8 wagons long – that’s all the shortened track plan will take. And I’ve cheated on history – the railway only ever had those little tank locos, but I’ve imported an ancient “Dean Goods” 0-6-0 tender loco as well.

Lighting, curtains

At the same time as finishing the scenery, I had to think about lighting, curtains and a timetable. I built a lighting gantry over the station, held up by four timber supports, with strips of LEDs inside, shining down on to the scene. The front of the gantry has the name of the station inside a British Railways totem (shaped like a hot dog). Under the baseboard are the legs that hold it up, and all the electric power supplies and transformers on the floor. They are covered by a curtain that hangs from the front and sides of the baseboard. The front of the railway is protected from little fingers (and clumsy operators!) by strips of clear rigid plastic.

Timetables and operation

The book has examples of timetables on the real branch line at different times in its history. I have adapted the 1920s/30s timetable to retain the feel of the railway – including mixed trains rather than dedicated freight trains – but have adjusted the times a bit to allow more time for shunting (I think you call it switching?). The cattle train, that came only once a month in real life, will run every other day – it’s quite fun to shunt the loco up and down the line, pushing two wagons at a time into the cattle dock as the



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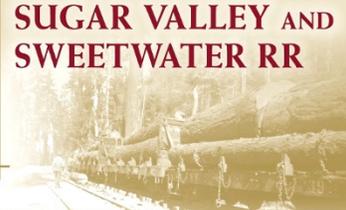
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cows are loaded, then drawing them back through the loco shed to couple up to the other end of the train. In real life in 1930 they used horses, but I don't have any motorised horses in N Gauge!

Sometimes I operate the layout as if in 1960, with British Railways stock, but I've taken liberties with history and imagined that the passenger services were still running – not just to Little Somerford but to Swindon one way and Bristol the other way. In addition, as well as the daily pick-up goods train (including the agricultural equipment) I have reinstated the cattle train, which in practice ceased to run in the 1930s. Brian has fixed some early tractors to flat trucks, complete with fixing cables (grey cotton thread) that look the part. The real station had just two signals. So I have installed two working signals, and am still trying to remember to switch them to "Go" and then "Stop" again when the train passes!



Malmesbury's first exhibition was in September 2016, in Loughborough, about 15 miles from Leicester where I live. It's been booked for 5 or 6 more shows in 2016, 2017 and 2018. I wonder whether it will still be on the circuit by 2022, when the NMRA comes to the "other" Birmingham, the second city of the UK. Maybe by then I will have completed another model – who knows? [Who knows, indeed, Ed.]





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The Business of Railroading

By: Tom Schultz, Steel City Division 2

Introduction (from last Issue)

The goal of *The Business of Railroading* is to develop a series of articles on the business aspects of modern railroading. My starting point is my interest in learning more about prototype railroading. While my modeling interest to date has been a narrow gauge railroad focused on the lumber industry in Oregon and its interchange with the Union Pacific, I have been increasingly aware of the importance of railroading to our country. Frankly, I would like to understand such factors as :

- How do railroads make money?
- What are the current day requirements for success?
- What are the strategic issues they confront on a daily basis?
- How is railroading changing in this rapidly changing world?

So, a question for model railroaders: How to incorporate the business of railroading, i.e. the pursuit of profit, on our layouts?

We spend a great deal of time in the hobby discussing railroad operations. Many people specialize in operations these days. That is a good thing. However, real railroads and the historic railroads that we model operate(d) as a business whose goal is to generate a profit. Changing factors caused many railroads to merge and in many cases go bankrupt. Many abandoned passenger service due to a lack of profitability caused by many different factors such as the expansion of the automobile industry.

I am also motivated by the idea: Wouldn't it be neat to incorporate the business of railroads into our attempt to operate prototypically? As this series begins, I have only a few ideas on how one might do this. Some of you may have really analyzed this idea and even attempted some steps in this direction. I would be interested in hearing from you. If any of you are interested in exploring this further, maybe it could be explored in this column.

In any event, my intention is to use publicly available information about U.S. railroads beginning with the public documents produced for the Securities and Exchange Commission as published by the Class I railroads and information published by the railroad industry and its regulatory bodies as the major input into this column. Some of it will be taken word for word. I intend to give credit for my sources, but with the exception of the implications for model railroading, nothing is going to be original. We are also likely to explore the two major Canadian railroads since they operate in the U.S. We will set aside foreign railroads for now.

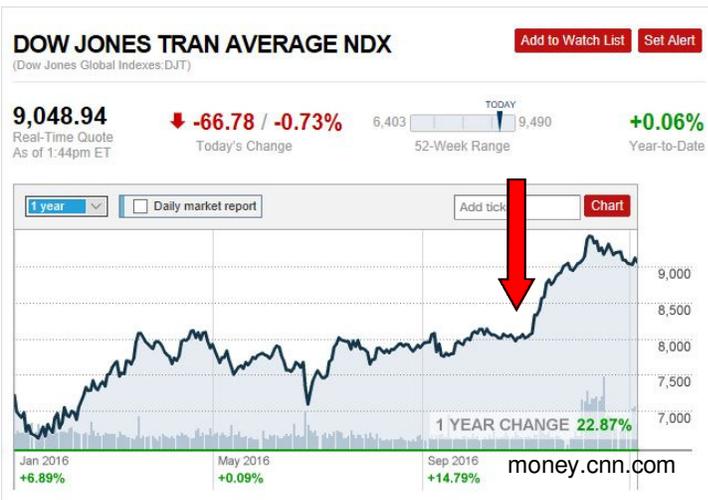
I welcome feedback. It is my hope these articles will stimulate interest and together we can add articles based on reader input. Otherwise, I intend to plow forward on my own.

The Business of Railroading (Part 2)

The Outlook for 2017

Major U.S. freight railroads received some unexpected news post-election – in terms of their stock prices. Basically, leaders of these railroads see the “glass half full” as they enter the New Year. The good news is the expectation of major infrastructure spending being approved by the Trump administration and the potential relaxing of environmental restrictions on coal.

On the flip side of the equation, all railroads benefit from international trade because they haul containers of goods (brought to ports by ship) hundreds or thousands of miles inland before trucks carry them to their final destination. (Associated Press) We will watch eagerly to see what results in the early months of



the Trump administration as promises meet the test of reality.

Optimism due to election results manifested itself in railroad stock price gains and gains in the Dow Jones Transportation Average which include the major U.S. railroads. Within days of the election, the Dow Transport Average increased to a 19 month high. The major Class I U.S. railroads with one exception also peaked with Union Pacific reaching 17 month highs, Norfolk Southern rallying 3.1% and CSX also achieving a 17 month high in its stock price.

But all was not rosy, since Kansas City Southern's (KCS) stock price declined in the days following the election. Speculation was that investors were concerned about the president elect's protectionist bent, since 48% of KCS operating revenue comes from Mexico. (Market Watch) KCS' leadership is focused on potential changes to the North American Free Trade Agreement (NAFTA) that has been in place since 1993. KCS's president stated that NAFTA has helped to grow trade 390% with Mexico alone since then and it supports about 14 million U.S. jobs.

When interviewed by Progressive Railroading, The CEOs of Class I railroads expressed a high degree of uncertainty heading into 2017 after dealing with a lot of volatility throughout 2016. The recently completed year of 2016 resulted in traffic drops and revenue declines for Class I railroads.

In summary, it appears that the macro environment for railroads faces several challenges:

- An unstable global economy,
- A relatively strong U.S. dollar
- Continued soft demand for containerized consumer goods



Railroads are expecting headwinds for intermodal services with international volumes adversely affected by strains in the ocean carrier industry which is consolidating and the bankruptcy of Hanjin. [Hanjin, once the world's seventh-biggest container-shipping company, obtained court receivership, in Korea, in August, 2016, after creditors ended all funding support and the Korean government decided not to intervene. Ed.]

US Railroads have carried significant amounts of containerized freight from western ports, such as LA and Long Beach to distribution centers in Dallas, Chicago, and Atlanta. Another potential impact on this business is the opening last year of the enlarged Panama Canal which can now carry larger container ships.

Areas of potential strength for Class I railroads include increasing shipments of coal and crude oil. Pricing is up for these areas as it is for grain and lumber as housing starts continue to expand. In the automobile sector, light vehicle sales are robust and appear

to be able to be maintained throughout 2017.

Low natural gas prices have made the U.S. a low cost producer of industrial chemicals and plastics, providing growth opportunities for railroads. Agricultural products are expected to be increasing.

All of the railroad executives appear concerned about changes on the regulatory front. The Surface Transportation Board has been more active in recent years and CEOs are concerned that balanced economic regulation is needed to invest and drive economic expansion and job creation.

The most frustrating part of predictions is that some will come true and some will not and most will fall somewhere in between. Stay tuned! 2017 promises to be an exciting year for the railroad industry.

The Parliamentary Trains (Ghost Trains) of the U.K. **By Tom Schultz, Steel City Division 2**

While perusing the latest health care news as part of my day job, I came across an article on British "Ghost Trains" that I found to be quite interesting and actually prototypical. Further research was pursued and the result is the following:

To quote the New York Times, these trains "are scheduled passenger trains that hardly anyone actually rides, running infrequently at obscure hours and stopping at stations that almost no one uses. They might operate only once a week or in only one direction. Other than a lonely crew member or two, they are often completely empty." (NY Times, December 7, 2016)

An article from the BBC indicates that no one actually knows how many ghost trains there are. There is actually a website, The Ghost Station Hunters run by two rail enthusiasts that lists 37; another site claims there are 50. The operators of the website made a request to the Department of Transport and the department said it does not maintain a definitive list of these low frequency routes.

The trains are run on extremely inconvenient schedules, sometimes without a return trip, sometimes before sunrise and there may be only one or two passengers. They operate as a legal placeholder to prevent the line from being closed. A Professor of Railways Studies at a major British university said, "It's a use-

less, limited service that's borderline, and the reason that it's been kept is there would be a stink if anyone tried to close it.

A more official term for ghost trains is "parliamentary trains", a name that originates from past years when an Act of Parliament was needed to shut down a line. Many train operators kept running empty trains to avoid the costs and political fallout and while the law has changed, the same pressures exist.

The BBC article indicates that closing down a line is cumbersome. First a transport appraisal must be done that analyzes the effect of a closure on passengers, the environment and the economy. The proposal is submitted to the Department of Transport and at that point its details must be published in the press, six months ahead of the closure. Then comes a 12 week consultation period, during which time anyone is welcome to protest; public hearings are sometimes held, especially if the closure is controversial. Then, finally, the plans are submitted to the Office of Rail and road, who decide if the line closes.

As a result it often costs less in terms of time, paperwork and taxpayers' money to keep a line running at a bare minimum. Other nations run limited service trains, but experts say that the particular politicization of Britain's railways and the creation of so many steps required to close them means that when people say "ghost trains," they are usually referring to British ones.



Bringing Up Operations— A Series

by Steve Prevet, SER Registrar

Photos by author, on the author's "Burnt Hills and Big Flats" N scale model railroad.

OPERATIONS. Installment 2 of Where do the cars go? Some More Realistic Methods.

In the last *SouthErner*, I introduced some "easier" methods of routing your freight cars during an operating session. They had the advantage of not involving a lot of paperwork for the train crews to carry with them, and for "marker on car", eased the strain on the eye to read weathered reporting marks in small scales. However, many consider "thumbtacks on cars" to be rather "old school". I know Paul Dolkos grumbled a little bit when he saw my thumbtacks in my N scale cars.

So, at the expense of a little more "complexity" for the train crews, I will overview some methods that will bring more "realism" to the experience that is an operating session. Tom Schultz is writing a series on the "Business of Railroad" and here is where these two series cross over.

In order to receive payment from customers for moving their freight (we will discuss passengers at some point also) there must be a way to measure what was shipped (weight or other unit), what is the cost per unit to ship it, and how far was it shipped.

This is interesting enough if the shipment is over one railroad with its own rolling stock, but if this shipment crosses over other railroads, using equipment from one railroad (or a leasing company), how does the payment for the shipment get distributed amongst the railroads?

I'll let Tom take "financials" from here, but for our purposes in operations, we make use of some form of the "waybill". Here are some interesting links for those so inclined (closet accountants amongst us?)

- https://www.stb.gov/STB/industry/econ_waybill.html
- <https://pantherfile.uwm.edu/horowitz/www/WAYBILL.DOC>
- <http://www.rpicturearchives.net/showPicture.aspx?id=3557285> (an example waybill)
- <http://www.bnsf.com/ipower/apps/helpfiles/ShippingInstructions/shippinginstructionshelp.html> (how to get the BNSF to ship something for you)
- <https://www.bnsf.com/customers/pdf/glossary.pdf>

According to the BNSF a waybill is a: "Document covering a shipment. A waybill shows:

- forwarding and receiving **station**
- **consignor** and **consignee** names
- **car initials and number**
- **routing**
- **commodity** description and weight of the ,
- instructions for **special services**,
- the **rate** per unit and total **charges**
- advances & waybill reference for **previous services**
- **amount prepaid**.

The Waybill is created from shipping instructions."

Single Cycle Waybills

In the model railroad world, various attempts have been made to

replicate the railroad waybill. As I was preparing this article, the OPSIG "*Dispatcher's Office*" magazine included an article on realistic waybills.

This referenced a *Railroad Model Craftsman* article, which Aiken B&O modeler Don Barnes has used for his layout. One of his goals for his layout is that the model crews should "experience" what the real crews experienced. Granted we don't have to stand in the snow along the tracks in the winter months.

For Don, four cycle waybills were not realistic enough for him, and certainly marker on car will never do. Instead he uses baseball card protective sleeves with a car number printed on the sleeve, and a realistic waybill inserted into the sleeve. The sleeve identifies the specific car and the waybill in the plastic sleeve identifies what is inside the car.



I had a lot of fun sitting down with the three inch thick shipper's manual for the B&O that Don supplied from the B&O historical society, and the OPSIG Industry Database at <http://www.opsig.org/reso/inddb/>.

I also researched local towns on Wikipedia for likely off-line industries to be served by the team tracks and "company sidings". I made nearly a thousand waybills using Excel Spreadsheet. I did find some old "typewriter" fonts on the internet to make the waybills look like they had been typed in. For those who know me, I use Excel for EVERYTHING on the model railroad, even the track plan!

Below are examples of three waybills from Don's railroad. The train crew delivering the car puts the baseball sleeve and card in the "drop box".

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To	Altamont & Co	XM																																													
Commodity	Frederick	MD																																													
Special Services	D. C. Weintraub & Sons																																														
Rate	C/L General Goods																																														

There is also a Empty Car Bill which is slid into the baseball sleeve (with that side up) to get the empty car to the siding.

At the end of the session the package is moved to the middle

50 BALTIMORE & OHIO 50 EMPTY CAR BILL Form 224-112 724	50 BALTIMORE & OHIO 50 EMPTY CAR BILL Form 224-112 120	50 BALTIMORE & OHIO 50 EMPTY CAR BILL Form 224-112 724
FOR HOME	FOR HOME	FOR HOME
FOR LOADING Cumberland MD	FOR LOADING Frederick MD	FOR LOADING Fairmont WV
Arnold & Co	MT Grove Lumber Co	Ray Thomas Lumber
DELYD	FRED	DELYD
INSTRUCTIONS - This form used accompanying through freight cars and must be used in filling pickup for cars.	INSTRUCTIONS - This form used accompanying through freight cars and must be used in filling pickup for cars.	INSTRUCTIONS - This form used accompanying through freight cars and must be used in filling pickup for cars.

“hold box”. Finally after another session, the card is rotated in the sleeve such that the “Freight Waybill” shows and is placed in the “pickup box” for the next crew servicing the town to pick up. The “VIA” entry (OML E or Old Mainline Local Eastward) is important for yard crews to know which train to put the car into.

A hazard of these more detailed pieces of paper is folks when presented with the “Freight Waybill” tend to try to deliver the car to the “From” specification after it has been picked up rather than the “To”. You also must be careful which side of the clear plastic sleeve you are reading (the side with the reporting marks on it). Below are shown some of the components of the single waybill card system.



Four Cycle Waybill System

Perhaps lower on the realism spectrum, but easier on the complexity factor is the traditional “four cycle waybill”. Originally, a 3 x 5 card was used with the car reporting marks on the left hand side, and a small piece of plastic taped on the right hand side to hold a waybill. The car reporting marks were on the 3 x 5 card, and an order moving the car was slid into the pocket on the right.

One commercial example of preprinted four cycle waybills is pro-

vided by Micro-Mark (<http://www.micromark.com/>). They offer a complete set of materials, including car cards, waybills, and boxes to hold waybills on the front of the layout. The following graphics are from their website. Micro-Mark is one example of a car card system vendor, and there are others.

One the next page is the “car card”. Note the “fold line” to fold up the bottom third of the card to make a “pocket” which may then conveniently hold the 4 cycle waybill.

KIND AAR
R.R./No.
DESC.

EMPTY CAR
RETURN TO:

Recorder Micro-Mark #82910

↙ Top Edge of Pocket ↘

↓ FOLD LINE ↓

Fold this section up,
then tape two outside edges
to form pocket for waybill.

The car card "pocket" and the waybill in the pocket travel with the car. Each train requires a packet of car card/waybills usually clipped together and given to the train crew. Each car card/waybill links a specific car on the layout to the movement called for on the waybill. As the train moves along its route, cars and the corresponding car card pocket are set out, and other cars and their pockets are picked up. At any point in enroute, the train packet contains a car card/waybill for each car in the train at that location in route.

Note that you may record a description of the car on the car card. There is also a place to list "Empty Car Return To:" for when there is not a waybill in the pocket. This allows the car to be returned to its owner via the closest interchange. If it is a "home road" car then it should specify a holding location on your railroad for it to go to.

These 4 cycle waybills take advantage of double side printing, and also that the lower half of the waybill (next car move) is covered by the car card pocket. The model railroader can handwrite in four se-

Rpt. Marks: **URR**
Car No: **1847**
AAR Type: **HD Hopper**
Color: **Brown** Lgth: **33 ft.**
Notes:

5

When Empty, Return To:
Harrison Yard
Harrison

2" x 4" Vertical Car Card

The 2" x 4" vertical car card contains a pocket for the waybill to fit in.

HD H&R R.R. 1

To: **Newman Mine #1**
Thurston
From: **Foley's Coal Yard**
Thurston
Lading: Empty
Route: Morgantown-Hall Route
Spot at Track #1

Route:
Lading:
Coal
Thurston
From: Newman Mine #1
Thurston
To: Foley's Coal Yard
Thurston

HD H&R R.R. 2

2" x 4" Vertical Waybill

<p>XM Box car, general service NW 3615134 X boxcar red Len 40 Door Width: 6.5 Cap: 55 Tons Build Date: Rebuild: 11/67</p> <p style="text-align: center;">Empty Car Request</p> <p>XM Box car, general service Case Trucking Co Product: General Merchandise Via: Instructions:</p>	<p>SA 354 X boxcar red Len 40 Door Width: 8.0 Cap: 50 Tons Build Date: 05/56 Rebuild:</p> <p style="text-align: center;">Freight Waybill</p> <p>To: Best Foods Coleman Place Fr: Florida's Produce Jacksonville, FL AAR: VA Box car, ventilated Lading: Produce Routing: F FEC</p>	<p>NW EMD GP35 3545 Road Engine Build: Cap: 10 Cars Rebuild: <input checked="" type="checkbox"/> DCC <input type="checkbox"/> Sound</p> <p>NE Caboose NW 530343 N red Build: Rebuild: 49</p>
--	---	--

There are lot's of variations of these systems. In Charleston SC are several model railroads which use square waybills with four destinations on EACH SIDE of the waybill. You rotate the card 90 degrees in the pocket to expose the next destination. For the N Scalers, I've seen one model railroad on the West Coast who prints photos of the car on the car card for easier recognition of the car on the layout that matches up to the car card and waybill. Some model railroads assign multiple cars per car card, a "block" of cars. This is especially useful for coal hoppers, as orders for coal shipments were often required multiple cars.

As a side note: "Empty Return to Main Yard" is a designation I see a lot on model railroads, but is generally not prototypical to do this. "Foreign Road" (railroads other than the one your model railroad represents) should be sent back to the owning railroad via your connection(s) with the "outside world" (more on that in further articles). If your railroad owns the car, the worst thing to do is to send it to clutter up your classification yard. On my railroad I tell operators just to leave the car in a location out of the way of your work. Or you could designate a track or location(s) to take the car to. I believe we have all seen dis-used tracks on the prototype full of empty cars, put "out of the way".

Well, enough for this installment on Operations. It should also be pointed out that some model railroads make use of switchlists, such as this NMRA clinic at http://potomac-nmra.org/2014_Minicon/Clinics/Abrams-Switch%20Lists.pdf. I hope this has encouraged you to bring some formality to how your freight cars are routed on your model railroad. Happy Model Railroading and Happy Holidays!

<p style="text-align: center;">FREIGHT WAYBILL 1</p> <p>CONSIGNEE <u> </u> ADDRESS <u> </u> ROUTING <u> </u> VIA <u> </u> SHIPPER <u> </u> ADDRESS <u> </u> LADING <u> </u> Recorder Micro-Mark #82911</p> <p style="text-align: right;">LADING <u> </u> ADDRESS <u> </u> SHIPPER <u> </u> VIA <u> </u> ROUTING <u> </u> ADDRESS <u> </u> CONSIGNEE <u> </u></p> <p style="text-align: center;">FREIGHT WAYBILL 2</p>	<p style="text-align: center;">FREIGHT WAYBILL 3</p> <p>CONSIGNEE <u> </u> ADDRESS <u> </u> ROUTING <u> </u> VIA <u> </u> SHIPPER <u> </u> ADDRESS <u> </u> LADING <u> </u> Recorder Micro-Mark #82911</p> <p style="text-align: right;">LADING <u> </u> ADDRESS <u> </u> SHIPPER <u> </u> VIA <u> </u> ROUTING <u> </u> ADDRESS <u> </u> CONSIGNEE <u> </u></p> <p style="text-align: center;">FREIGHT WAYBILL 4</p>
FRONT	BACK

quential destinations for the car to travel. After destination 4 is reached, one can either flip back to destination 1, or pull the waybill and replace with another. If you have a layout with hundreds of cars on it, it is unlikely anyone except the layout owner will realize each car is only going to one of four locations.

Many modelers have made their own "home brew" version of these waybills. Many have printed out their car cards and waybills rather than handwriting them.

Of course, there are vendors for waybill software to print your own waybills. One example is "Shiplt" (http://www.albionsoftware.com/html/car_cards.html). A "Shiplt" example is at the top of the page.

Following that is an example of completed car card pockets and waybills, from the Model Railroad Hobbyist website which also has a good discussion of waybills.

End of Year Membership Report for the Southeastern Region of the NMRA

Annual Membership Summary Report

SER / NMRA

SER Winter Board Meeting, January 1, 2017



As of the December 22, 2016 report from NMRA Headquarters, NMRA membership in the region stands at 1,182, a net loss of 32 members, over the last twelve months. Of the 1,182 current members, 19 NMRA members have 10/31/2016 expiration, and 14 have 11/30/20156 expiration date. Overall we have the same number of members as we had four years ago.

SouthErneR Subscriptions

As of the December 22, 2016 report from NMRA Headquarters, SouthErneR subscriptions total 610, a loss of 38, or 6%, over the last twelve months.

New Member Retention

The December 2015 roster lists 87 members (other than Rail Pass) with "Join Dates" in 2015 and expiration dates in 2016. Comparing these 87 members to the December 2016 roster, 49 (56%) had renewed, and an additional 6 members could yet renew. The best-case renewal rate is 63%. These are slightly better than last year's rates, and involved a higher number of new members.

Member Loss Survey

An electronic survey has been offered to departing members during 2016. Five departing members answered the survey since June 2016. Below is an overview of results:

- I did not renew as I am no longer in the hobby: 1 response
- Meetings and activities offered were too far away: 2 responses
- Meetings and activities conflicted with my schedule: 1 response
- Meetings and activities were not interesting to me: 2 responses
- No Meetings or activities were available: 1 response
- Meetings and activities did not affect my decision to not renew: 2 responses
- I did not renew as the publications and information available were not worthwhile: 2 Yes
- I did not renew as NMRA dues are too high for the value received: 3 Yes
- Were you satisfied with the services provided by your local Division? 1 No, 1 N/A

Rail Pass

There were 73 members in 2016 with Rail Passes that expired during 2016 (based upon the Dec 2015 and Jun 2016 rosters). Comparing these 73 members to the December 2015 roster, 20 (27%) have renewed and become regular members. An additional 13 had expiration dates of 11/30/16 or 12/31/2016 and might yet renew. The best-case renewal rate is 45%. The percentages are worse than last year's percentages, and represent a smaller number of RP members than last year.

Prepared by Steve Prevette

Recruiting Tools

Pete Magoun, MMR. NMRA Central District Director

As I travel around the NMRA I hear a common theme rumbling at Division and Region levels: "How do we attract more members to the NMRA?" Sure, there are variations on this theme, like "What's 'National' doing to attract new members," or "What tools do we have to attract new members," but the underlying theme doesn't change. We need new members if the organization is to survive. That job is for each of us.

This discussion came up awhile back at a Region convention, where I had been asked to comment after the banquet. The term used was "After-Banquet Speaker," which is generally not a good idea around me, because I can talk about the benefits of the NMRA for a long time. This is a great hobby, and the NMRA makes it even better. But I digress....

The festivities included a slideshow of host Division activities, including modular shows in shopping areas, open houses, road trips and so on. That slideshow triggered a major change in my intended remarks, for I realized that it could be the basis for a completely different presentation. So let's have a look at the discussion. It's Tool Time!

There are really only three tools you need to conduct a successful membership growth campaign. They're inexpensive, and all of us have them. We simply need to use them!

The first is our eyes. We need to make eye contact with a potential member. We can smile with our eyes (try it – it works!), and our eyes tell the new prospect a great deal about who we are and where we're going. When we're happy, enjoying ourselves and proud of our organization, this shows in our eyes. [So does the Grumpy Old Man part, so be careful!]

The second is our mouth. We can smile with our mouths, and we can say a lot about the educational opportunities, fun, fellowship and so on we're enjoying within our little corner of the NMRA. We can answer questions, provide invitations, and make folks feel welcome.

The third is our hands. Use them for handshakes. Invite people in with a handshake. Make folks feel welcome. It's not difficult, and it makes a world of difference to a prospective member. At some point in our NMRA experience, someone smiled, extended a hand to us, made us feel welcome, and invited us to join the fun. It wasn't difficult, and it opened the door to us. Be that someone! Go for it!

THE CLUB CAR

This is a list of clubs and organizations in the Southeastern 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: jstew@bhamrails.info Please note, you must provide a contact name and phone number! If you have a website you can send us the URL as well! 05/2016

Atlantic Division 8 Goose Creek, SC Mark Pruitt 843-572-1725
mark@mabrunton.com

Coastal Rail Buffs, Savannah, GA, Nate Stone, (912) 354-2606
<http://www.coastalrailbuffs.org/>

Charleston Area Model Railroad Club, Citadel Mall in Charleston, SC
<http://www.chamrc.com> or Phillip Euper peuper@comcast.net

Golden Isles Model Railroad Club, Brunswick, GA Helio Valdes 912-261-2478
t29b52f4@comcast.net <http://groups.yahoo.com/group/GIMRRC/>
Sun City Model RR Club, Bluffton, SC President paul.henry.sc@gmail.com

Bluff City Division 10 Bartlett, TN, Mike Fleming, (901) 467-7138

The Memphis N-Scale Road Railers

The Memphis Society of Model Engineers—The 1st Saturday Night Group
meets at the Highland Street Church of Christ, at 7:30 PM contact Ned for additional information at: nssavage@juno.com

Central Savannah R Div. 9 Graniteville, SC, Steve Pevette (803) 392-7684

OFRR Operators, Tuesday Nights, Aiken SC, Steve Pevette (803) 392-7684

Cumberland Division 11 Brentwood, TN, Bob Hultman (615) 833-5158

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

Nashville NTRAK, Nashville, TN., Mike Curtis (615) 479-7663,
4900 Rucker Christiana Road, Christiana, TN 37037
macurtis@comcast.net <http://www.nashvillentrak.org>

Nashville Garden Railway Soc., Nashville, TN., Ross Evans (615) 292-6555

Tennessee Central Railway Museum, Nashville, TN, Terry Bebout,
(615) 244-9001 FAX -2120 terry.bebout@earthlink.net <http://tcry.org>

Dixie Division 3 Prattville, AL, Brett Scott 334-799-3096

Central Alabama Model RR Club, Montgomery/Prattville, AL
Phil Hutchinson, (334) 272-1933 or Joe Mashburn (251) 363-8508

MGB Model Railroad Club, Prattville, AL Visitors welcome.
Brett Scott (334) 799-3096 www.mgbr.org

Southeast Alabama Model Railroad Club, Dothan, AL
Mike Porterfield, (334) 774-0720 mporterfield103@charter.net

Wiregrass Steel Wheels Sub-Division, Dothan, AL
Dan Adams (334) 588-3312 or danielma522@centurytel.net

Empire Division 6 Bonaire, GA, Bill Attaway 478-954-9200

Columbus [GA] Model RR Club, info@columbusarearailroadclub.com
Flint River Model RR Club, Albany, GA, Jimmy Swinn (299) 883-3517

MGMRC - Middle Georgia Model RR Club, Warner Robins, GA
Bill Attaway (478) 328-8790 mgmrc@cox.net <http://www.mgmrc.org/>

CGMRC - Central Georgia Model RR Club, Macon, GA
Ken Preston, ken.preston@cox.net

MGRA - Middle Georgia RR Association, Bill Jones, wrjones845@aol.com
<http://middlegeorgiarailroadassociation.com/>

South Georgia Model RR Club, Hahira, GA, (Near Valdosta)
Todd Tait (229) 548-3611

Gulf Division 4 Navarre, FL, Reed Ostrander 850 830-6331

Caboose Club, Foley Railroad Museum, 125 E. Laurel Ave. Foley, AL 36535
Attn: Bonnie Donaldson, 251-943-1818 foleymuseum@gulfnet.com

Consolidated Model Railroaders (CMRX), Panama City, FL
Contact: Buddy Black 850-624-6240 black@novatechnologies.com

Emerald Coast Garden Ry Club meets (usually) on 3rd Saturday at Noon in
the Diner Car of the West Florida RR Museum, Milton FL,
Jack Grill (850) 994-7226 www.ecgrc.com

Glenn Samuel's Operating Group Mobile, AL (205) 914-0693
Gasamuel@aol.com

Miracle Strip Model RR Club, Shalimar, FL Ray Follacchio 850-865-8822
<http://miraclestripmodelrrclub.com>

Mobile Society of Model Engineers, Alabama Gulf - Chapter, NRHS
2800 Graham Rd., S. Mobile, AL Dave Miller (251) 645-2296

Pensacola Model Railroad Club (PMRC), Pensacola, FL www.PMRC.us
HO Division - Steve "Chip" Borona (850) 384-3206

N Div. - Terry Tucker (850) 723-5390; **Z Division** - Glen Hall (850) 982-2795

Southwest Alabama Railroad Modelers (SWARM), Mobile, AL

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

Headquarters Division 13

Co Chairs, Hal Crossland 423-344-0697, Tom Shallcross (931) 484-7565

Chattanooga Area Model Railroad Club, www.camrc.org
Ed Juaire (423) 598-9925 raifan@ejpi.com

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

Crossville Model RR Club, Crossville, TN, Tom Shallcross (931) 484-7565
chipmonk4@comcast.net www.crossvillemodelrrclub.org

Chattanooga Modular Modelers, Inc. www.chatmodmod.org
Mark McAllister 423-424-0352 Monday & Thursday at 6:30 pm

Land O' Sky Division 15 Hendersonville, NC, Ken O'Brien 828-696-9436

Apple Valley Model Railroad Club, Hendersonville, NC, Located in
Hendersonville Station, <http://www.avmrc.net/>

French Broad e'N'pire NTRAK Club, Henderson, NC
<http://www.fdr-ntrak.com/> Chuck Place (828) 685-2726 hmp3@blueridge.net

Western North Carolina Model Railroaders, Fred Coleman (828) 699-0983

Magnolia Division 14 Jackson, MS, Pat McCarty (601) 955-0510 (cell)

Central Mississippi Model Railroad Association, Jackson, MS
MS. Ag and Forestry Museum, 1150 Lakeland Drive, Jackson MS 39216
Nils Larsen 601-432-4500 www.cmmra.org

Meridian Model RR Club, Meridian, MS located at Meridian RR Museum,
Saturday 9-12 at REA Building, 1805 Front St, Meridian MS 39301

Mississippi Coast Model RR Museum, 504 Pass Rd, Gulfport, MS 39507
228-284-5731 timetrain54@yahoo.com www.mcmrcm.org

Mid-South Division 1 Huntsville, AL Sandy Warrington 541-922-7489
<http://midsouthnmra.org/MidSouth.php>

Northeast Alabama Model Railroad Club, Guntersville, AL

Charles Dick (205) 878-2537 charlesdick@bellsouth.net

Redstone Model Railroad Club, Huntsville, AL <http://www.rmrc.net/>

Coosa Valley Model RR Assoc. www.coosavalleymodelrailroad.com/

Palmetto Div. 7 Piedmont, SC, Ron Lown 864-845-3260 rlown3260@gmail.com

Associated Model Railroads of Columbia (AMROC), Columbia, SC

Clark Gregory 803-781-7912 www.amroc.org

Central Railway Model and Historical Association (CRM&HA), Central, SC

Jim Reece 864-855-3379 www.crmha.org

Piedmont N' Southern, Greenville, SC Michael Offik 864-884-2165

www.piedmontnsouthern.org

The Carolina Conspiracy (On30 modular) Andrew Gillette (803)-316-8128

amn_a_gillette@yahoo.com

http://groups.yahoo.com/group/carolina_on30conspiracy/

Station 187 Model Railroad Club, Greer, SC www.station187.net

Piedmont Div. 5 Marietta, GA, Peter Youngblood, MMR 770-966-1661
SantaFeRailway@aol.com

Atlanta Interlocking Model Railroad Club, Charlie Crawford 770-565-1845

<http://home.earthlink.net/~wiles/>

Atlantic Coast S-Gaugers, Bob Lacheen Home: 770-578-9937,

Cell: 404-431-8032 www.trainweb.org/acsg

Chattahoochee Express Operating Group, Chris White 770-594-2618

Georgia Association of Narrow Gaugers, Pat Turner (423) 744-0429

<http://groups.yahoo.com/group/georgiangangers>

GeorgiaNGers@yahoo.com

Georgia Garden Railway Society, Dan Michel ggrschair@hotmail.com

www.ggrs.info/

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

Jasper Roundhouse, Jasper, GA, Jim Derr jaderr@alltel.net

Metro Atlanta N-Scalers, Atlanta, GA, Charles Leak (404) 262-2969

Model Railroad Club of Atlanta, Atlanta, GA, Terry Weldon (770) 979-0473

www.oscale-atlanta.info

North Atlanta O-Gauge Railroad Club, Roswell, GA, Jeff Pergl (770) 516-6378

North Atlanta Rail Barons, Howard Goodwin 770-529-2103

North Georgia Lego Train Club, James Trobaugh (770)-844-1076

<http://www.nglrc.org> OR questions@nglrc.org

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

Northwest Georgia N Track Club - Jim Derr, President - (706-692-1006)

220 Washington Street, Gainesville, GA <http://www.nwgtrnck.4t.com/>

Railroad Model Club of Atlanta, Bob Poppel, (770) 934-4067

S-COG Southern Crescent Operating Group

Joe Gelmini (770) 460-8873 papagel@comcast.net

Southern O Scalers, Dan Mason, 470-385-6638, daniel@masonlawfirmga.com

Tri-State Area Model Railroad, Inc., Thomas Roskelly, (828) 361-2210

thomasroskelly@gmail.com

Volunteer Garden RR Club, Vines Botanical Gardens, 3500 Oak Grove Road,

Loganville, GA 30052

Smoky Mountain Div. 12 Loudon, TN, Larry Burkholder (865) 408-9903

Knoxville Area Model Railroaders, Oak Ridge, TN,

Larry Burkholder, (865) 408-9903 Meetings are 1st & 3rd Sundays.

Mountain Empire Modular Railroaders, Johnson City, TN, East TN State Univ.

George Carter Museum, Dr. Fred Alsop (423) 929-3733 www.memrr.org/

Steel City Division 2 Birmingham, AL, John Stewart 205-901-3790

Black Warrior Model RR Society, Tuscaloosa, AL, Bob Way 205-556-3073

Smokey City Model Rails, B'ham, AL www.smokeycityrails.com/

Wrecking Crew Model RR Club, B'ham, AL Jason Parham 205-534-6529

Steel City Shifters Operating Group jstew@bhamrails.info

B'ham N Scale Modular Club <https://groups.yahoo.com/neo/groups/bnsmc/info>



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Expiration Date ____ / ____

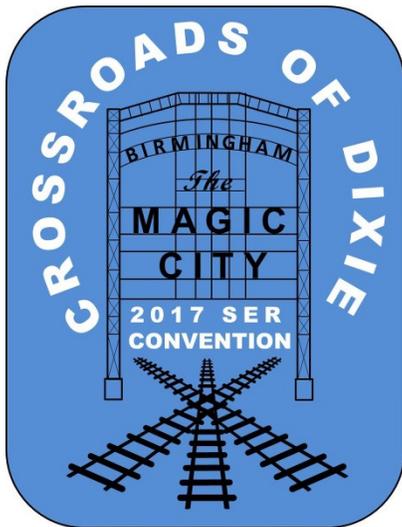
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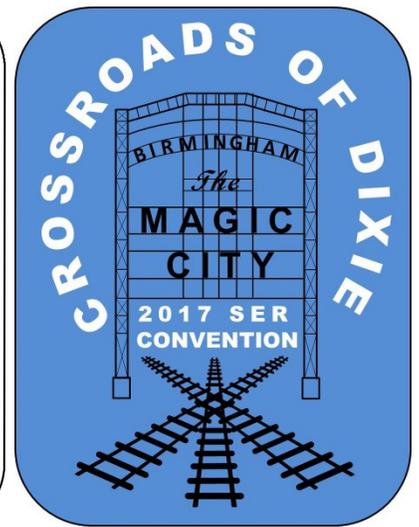


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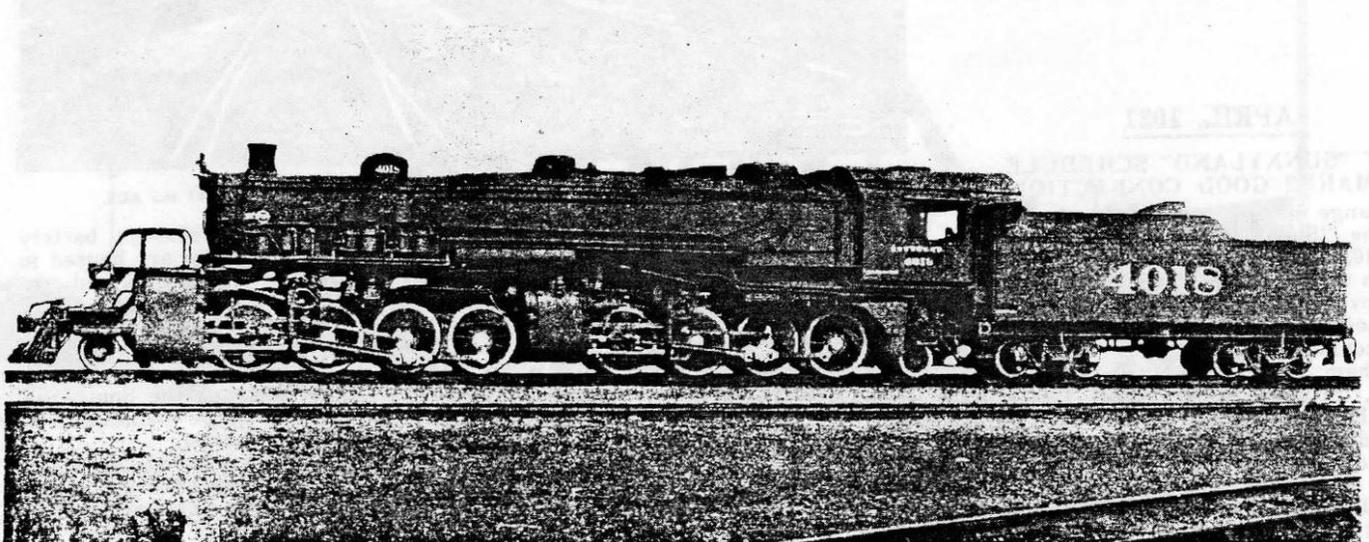
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VOLUME 12

MARCH, 1925

NUMBER 3

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