



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



The *SOUTHERNER*



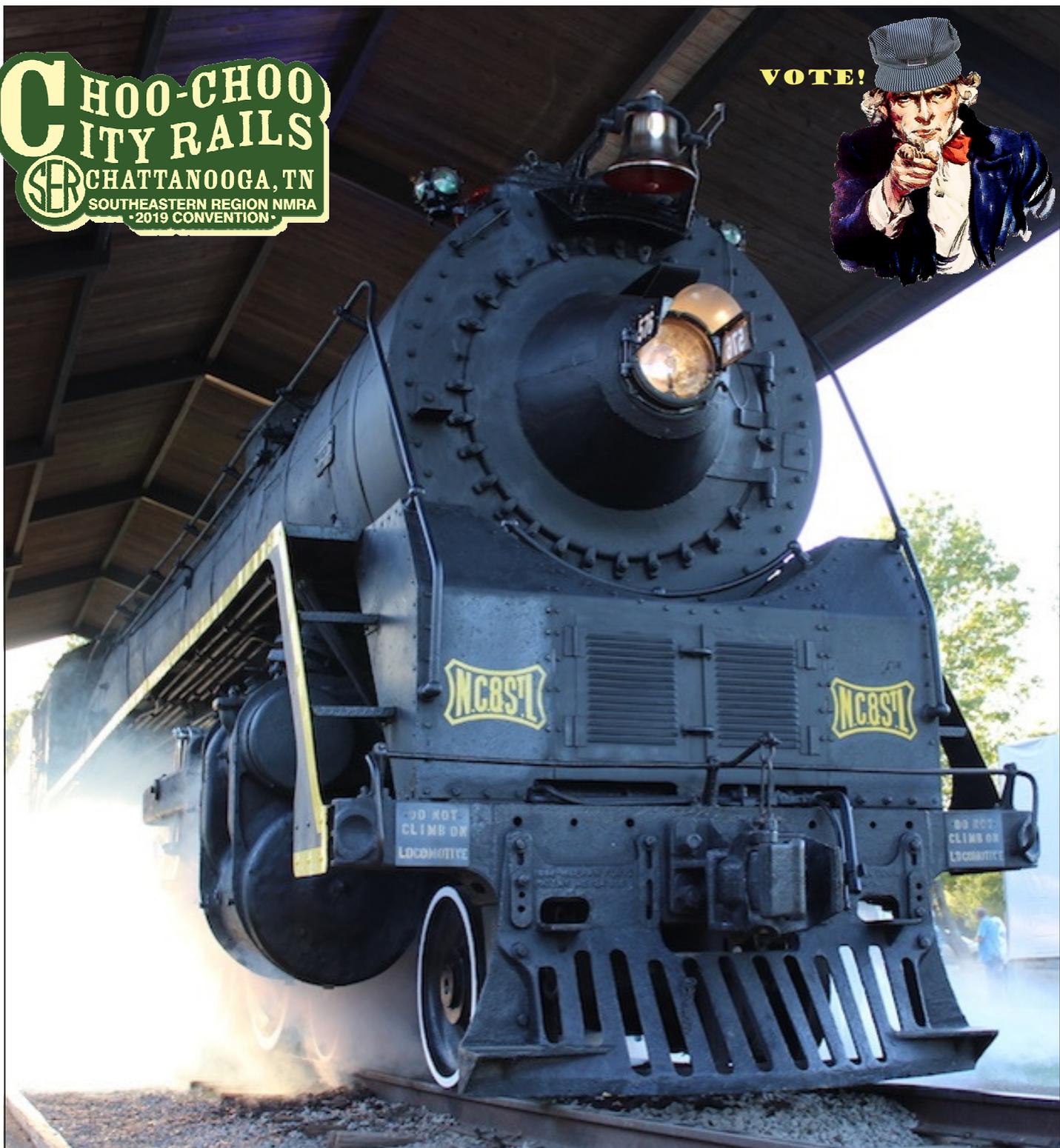
Volume 60 No. 2.0

www.ser-nmra.org

Spring 2019

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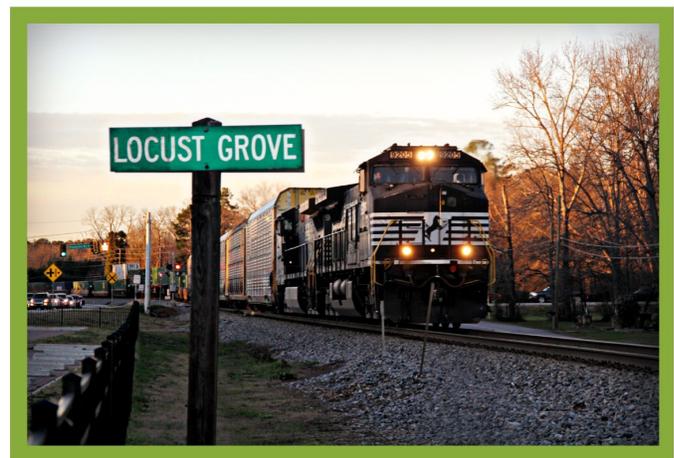
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Editorial Page



Letters to the Editor are encouraged and are welcome. Please submit your letters to the (NEW) Editor Ed Juairé at SouthErneR@ejpi.com

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

By the time you read this, your Editor will be walking on a new right hip joint! My left hip was done 3 years ago, and I have been expecting to have surgery “when the time was right”.

And, this is the last issue for Editor John Stewart. I will be handing the keyboard (so to speak) to your new Editor, **Ed Juairé**, who lives in Ringgold, GA, south of Chattanooga, and is a member of the Cherokee Division (former HQ Division). Ed has a lot of newsletter experience over the last 30 years and I am confident he will do a great job for us. He’s also been doing a great job as Publicity Chair for the Choo Choo City Rails SER Convention coming up at the end of May. Welcome Aboard Ed!

This is our second Annual Election Issue. You recall that the Board of Directors changed our election process so that we replace half of the Board and Officers each year, providing for continuity of experience each year. Please vote your choices.

This year we have the President and Treasurer positions as well as two of our four Board Members, all of whom are elected “at-large”. You will find candidate bios, voting instructions and a paper ballot in this issue. We have had **electronic, online voting** now for a couple of years and 93% of our members used the online method last year. It’s easy and saves finding a stamp.

We have more Annual SER Convention, Choo Choo City Rails, info in this issue. Chattanooga is a great location with lots of things for an entire family to do in addition to the great convention activities lined up by the hosting Cherokee Division.

A unique and once in a lifetime event has been unfolding in Nashville -- the moving and planned restoration of the **NC&StL #576**. This 4-8-4 “Dixie” locomotive, nicknamed “Stripes” for the yellow stripe decoration, was built by ALCO in 1942 as a state of the art machine, J3-class for the N&C.



You may read more about the ongoing activities and plans for #576 in the Cumberland Division 11 report in this issue although the Division is not directly involved. The sponsoring organization is www.nashvillesteam.org; tax deductible donations are very much welcome. Donation information is on their website.

So, as you enjoy this issue of the SouthErneR, and plan to come to the Annual SER Convention, consider what is going on in your corner of the hobby, or your Division that would be of interest to our readers. The Editor WILL appreciate your help in providing interesting and varied content for the SouthErneR.

Have a topic you would like to share with our readers? 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. (Work toward Author AP)

- 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.
- Send quality photos for front or back cover art
- Tell about your UPCOMING division activities — we have regular space for this, but we don’t always get content from every Division. Work with your Division Secretary or Superintendent to submit a regular piece each quarter for the SouthErneR. Let everyone know what is being done in your Division for outreach, recruitment and promotion of the hobby of Model Railroading. Others can benefit from your work.

I am enjoying 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: if you write something, send pictures to go with it.

To the SouthErneR's Editor:

Could your Division use \$50?

In 2017 the NMRA National Board of Directors approved a pilot program to help any North American NMRA Division offset its expenses once annually for holding an event deemed appropriate to retain Division membership.

Called the **Division Retention Event Matching Fund Program**, qualifying scheduled events can be hands-on clinics, a visit to a railroad facility, a Division picnic: in essence anything of interest providing member retention is its focus. A PNR Division used it for a make-and-take wood trestle clinic, another in the NER for a “picnic,one” in the MCR for a full day of demonstration and training clinics. The SER's Piedmont Division used it for a Train In' Camp on how to properly install and solder flex track. These are just a few examples of how the program can be applied.

A one page application can be downloaded by logging in to the NMRA website www.nmra.org then to Division Matching Fund under the Regions & Division sidebar. The form is simple and easy to fill out. Once submitted, approved and invoice copies received, NMRA HQ will, after the event has occurred, reimburse the Division up to \$50 (US) of the event's expenses.

This is a Division Benefit available to all North American Divisions, even those capable of having self-funded events, all are encouraged to take advantage of the program to guarantee its continuance. I hope your Division will join those who are. Here's the link:

<https://www.nmra.org/news/nmra-division-retention-event-matching-fund-program>

Peter Youngblood, MMR
Piedmont Div. Superintendent Emeritus



The SOUTHERNER

Official Publication
of the
Southeastern Region, NMRA



WAYBILL

Volume 60 Number 1



Winter 2019

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FRONT COVER: The NC&StL #576 has left her home of 65 years at Nashville's Centennial Park and has moved to the Tennessee Central Ry museum for further restoration. **Photo Courtesy of www.nashvillesteam.org.** Contact them to support restoration of this great locomotive.

BACK COVER: If you grew up in south Nashville in the 1950's this underpass on 8th Ave. South was a "gateway" to downtown located east of the Kayne Ave yard, and Union Station. Color image courtesy of Chris Compson YouTube channel, black and white image courtesy of www.ncstl.com.

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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 Feb 15
Summer Jun 1 Fall Sep 1

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Size	Number of Issues			
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Full	\$120	\$240	\$360	\$400
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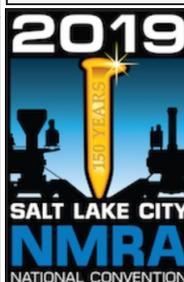
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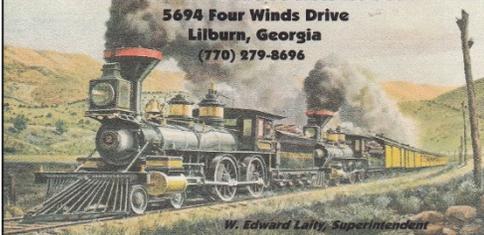


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The President's Car

Alan Mole



FROM THE PRESIDENT:
Alan Mole

You will probably have already heard about Glen Hall's passing and his obituary is posted below. What the obituary will not say is how much he enjoyed the fellowship of the SER and Gulf Division's meetings and his dedication to our wonderful hobby. Glen lived in a modest trailer in Pensacola, FL and enjoyed his N scale layout in a somewhat confined space. But...he made the most of it and, I am told by those who saw his layout, he was an excellent modeler worthy of his MMR! He will be missed.

While I am a relative newcomer to the NMRA and SER, I have really enjoyed the camaraderie of the Region and Division meetings. For me the opportunity to share the hobby with so many great modelers and very interesting people is what makes me come back for more! I believe that that's also how Glen felt.

So, looking ahead, please be thinking about our Regional Convention coming up **Thursday, May 30 thru Sunday, June 2, 2019 in Chattanooga**. Please include this info in Division notices, newsletters and correspondence with members. We would really appreciate it if you could spread the word as the Cherokee Division (Previously the HQ Division – South) is working hard to make this a very special convention for all. ScaleTrains (www.Scaletrains.com) are supporting their effort with special events and of course giving y'all opportunities to buy their magnificent HO locomotives. Please check it out on the SER website!

Cheers! Alan

GLEN ARGLE HALL

Glen Argle Hall, 77, of Pensacola, Florida passed away on Monday, January 21, 2019 at Covenant House (hospice) at Sacred Heart Hospital following a short illness. He will be greatly missed by family and friends.



Glen added a lot to all that he did. Here he is at the Banquet Podium during the awards ceremony at Huntsville's 2016 SER Convention in spite of a broken arm and enjoying it all the way -- *indefatigable Glen!*

Glen was born in Oklahoma City, OK on October 14, 1941 to Argle and Reba Hall. He graduated from Oskaloosa Rural High School and earned an Associate's Degree in Industrial Arts from Kansas State College of Pittsburg, Pittsburg Kansas. Glen served 20 years in the Army with the Army Security Agency, which later became the Intelligence and Security Command. He retired as a Chief Warrant Officer 3.

He was an avid amateur photographer and a model railroader, achieving Master Model Railroader status within the National Model Railroad Association. Glen served as President of the Southeastern Region of the NMRA as well as Regional Director and Contest Chairman.

Glen was preceded in death by his parents; his wife, Mary Adele Latinis and a son, David. He leaves behind his son, Michael and grandchildren, Hayley Greene and Michael, Jr., as well as numerous nieces and nephews.

Glen's ashes will be interred with his family at the cemetery in Caney, Kansas at a later date.

A Memorial Mass was celebrated on Friday, February 8, 2019 at 2:00pm at St. Anne's Catholic Church, 5200 Saufley Field Road, Pensacola, Florida.



Education Department

Larry Burkholder

SER EDUCATION CHAIRMAN'S REPORT
Larry Burkholder

As I've said numerous times in this column, no matter how experienced you are as a model railroader, there is still more you can learn. Exposure to ideas thru conventions, division and club meetings, and literature articles will always provide information that can make your knowledge of the hobby deeper. Of course, to gain these benefits you have to participate. To get more participation meetings have to provide incentives for you to attend. Interesting and educational clinics and guest speakers are the obvious starting point. Unfortunately, many SER divisions have small or widely spread out memberships. This can make finding a truly attractive clinician or speaker within the division difficult and with limited funds how can you afford to bring in someone from the outside or develop an educational clinic? The SER and the NMRA have answers to that.

Within reason, the SER will reimburse a division for expenses incurred for having a guest speaker brought in from outside. There are guidelines and the division should discuss their plans with the SER first to understand the limitations.

Up to a limit, the SER will also reimburse the division for supplies used in a clinic. This makes hands-on clinics practical even if you don't have enough funds in-house. Nothing teaches something better than having the participants practice the skills while they are being taught and questions can be asked.

Finally, for purposes of this article, the SER and the NMRA have many clinic DVD's available to borrow or buy. Many of the older NMRA DVD's are of poor quality, but the SER educational DVD's are all well filmed and the NMRA clinics from the past decade are good.

As I started with saying, increasing meeting attendance is a first step. Your division Superintendent and Program Chairman need to talk with their counterparts in other divisions to get ideas. The telephone is an obvious method, but a more productive way might be to arrange a sit down at the SER Convention in Chattanooga in May.

Another reminder about educating yourself by attending the 2019 SER Convention in Chattanooga **Thursday, May 30 through Sunday, June 2, 2019**. Go online to read about what they are offering and register. I have never come home from a convention without learning something new.

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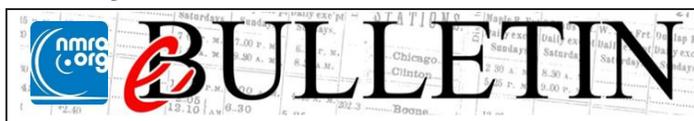
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Please support your Region and order one of more cars. For additional information contact Region Car Chairman Randall Watson at: randallvwatson1@bellsouth.net

Shorted Steam Engine Tire Fix & Stripping an Engine Down to the Running Gear in Twelve Stages

by Reed Ostrander Gulf Division 04

One of the occasional problems that model steam engines develop is a short between a drive wheel and the rim or tire. This serious problem is difficult to locate in the first place and completely ends the productive life of the engine so affected. The first indication that a tire short is a possibility arises when the engine shorts the power system but no wires are at fault and removal of the motor does no good. In fact just placing the engine frame and drive wheels without the lead or trailing trucks on the track induces a short. This is strong evidence that one or more drivers are shorting which means, in turn, that the insulation on one side of a driver or drivers has failed. What to do, thou sayest?

If you have proceeded to this point by stripping the engine down to the frame with just the drivers in place you have little to fear with the next steps to cure the problem. But maybe you have never completely stripped a model steam engine to the frame and would like a little coaching in so doing. It is true that all engines are a bit different, even engines of the same type and manufacture can vary from production run to run. But the basic rules still apply - take your time and give it a go. Document each step clearly so you can back-track each and every step and not end up with some left over parts or some side rods that baffle the mind when reinstalling them. But look at it this way, a non-functional engine in a box on the shelf isn't much use either and can't even be displayed on the track if it shorts everything out. So let's get going and tear the offending engine down.

Stage 1: Tender Removal Grab the offending engine and remove the tender which may only require disconnecting the plug and drawbar between the two. But if there is no plug, disconnecting the wires from the tender to the engine will require removing the tender shell. Shell removal always requires removing some small screws to separate the tender shell from the tender frame. Now at this point you will need the proper screwdriver, slotted or Phillips in a suitable size. If you have never sprung for a quality set of small screwdrivers then stop and do so now. Dismantling an engine requires the correct tools of the right type and size or you will be sure to damage or destroy something irreplaceable and you will hate yourself in the morning. Take a look in the MicroMark or Walthers catalog or elsewhere for good tool choices and then buy them. Then return to the engine dismantling when the tools are in hand.

Having removed the probable four small screws at the corners of the tender underframe, the tender shell should lift off. If it does not separate easily some additional screws may need removing which have to be tracked down. Or the shell may need to be shifted forward or backward to make a disconnect. Have you recorded all the steps so far? Do so now before you will forget. Now you may need to unsolder the connecting wires. Do you have a good quality 25 watt iron with a clean and a freshly tinned point? Before you unsolder, label the wires in such a way that they will be replaced to the same contacts so wrong polarity (a short) will not burn something up after reassembling. Still taking notes? Set the tender and parts aside, labeled and secured in a container out of the way.

Stage 2: Back to the engine Remove the trucks at the front and rear of the engine. This may require removal of the plate retaining the drivers. If removing the driver retaining plate, make sure the engine is supported upside down in a foam engine work mount. Be wary of springs that bear on the truck frames that may wish to fly off into can't-find'em-land. Then replace the retainer plate to keep the drivers in place. Place the trucks in a secure container and document the contents and methods used to remove them.

Stage 3: Boiler Removal Typically there are 3 screws that hold the boiler and cab shell to the frame: a screw up through the engine/cylinder yoke to the smoke box (possibly down through the smokestack) and two screws at the rear of the cab from the frame to the cab. Remove all three and place in a very secure place with labels and notes. Take some close up photos showing the interlocking pipes, etc. and take copious notes. Now with wiggling to free the numerous pipes from their interlocks with the frame, lift off the cab/boiler. The cab end will probably lift up first. It's possible that some parts of the side rods will be attached by screws (conceivably small rivets) to the boiler and they will need to be removed and carefully documented, photographed and stored. Also watch out for wires to the headlight and motor attached to the boiler shell or frame. You say progress has been slow - you're correct. It will be slow. So on to the next stage.

Stage 4: Side Rod Removal Now is the time to remove the side rods to see if a short is located there. If one of the rods makes contact with an insulated tire while in motion, it will produce a momentary hitch and sometimes a complete stall. Before removing any screws or bolts mounting the side rods, take photos so you can tell which was attached to what and write up a complete description of the whole works. It would help to know the names of the rods involved so look up some diagrams of either Southern, Baker or Walschaerts valve gear and identify and label your drawings and photos appropriately. You will need to have a correctly sized socket wrench or wrenches and screw drivers to remove the rods from the drivers. Don't try using a small or large needle nosed pliers (or any kind of pliers) that will gouge the bolt possibly making it unusable or unsightly. If need be, again look at a catalog to see what tools are available and order them before proceeding. Note that the rod assemblies on opposite sides of the engine are near mirror images of each other and one set is mounted (usually the right) so that it precedes the other by 90 degrees. This mounting method is called "quartering" and all prototype engines use it to avoid dead-center main rod alignments which can stall a stopped prototype engine. Also the right hand side will have the reverse gear mounted along the boiler and may add some problems in removing the rods. Store each labeled side rod set separately.

Stage 5: Wiring If the engine had a DCC control board in the tender, there will be a bunch of wires within the boiler/cab shell. Document all with photos and descriptions. The blue wire (if present) is a common to all lights, white is the head light lead, yellow the backup light, red right hand rail pickup, black left hand rail pickup, purple (2) are speaker wires, gray negative motor lead, orange positive motor lead, green and brown may have various or no functions. Any of these colors may vary or be missing especially on older models. Rules are not always followed by some manufacturers. At this point there is no need to remove the wires but do inspect them closely for insulation gaps and metal to metal contact. These contacts are major trouble spots that can destroy a DCC control board or cause the short you are trying to find. If no such wiring problems show up, go to the next stage.

Stage 6: Grounded or Old Motor Check to see if there is an open circuit between the motor and the frame using a meter. If there is, this is the dreaded short. But to further check, disconnect the motor from its frame mount (typically 2 screws or a rubber motor mount that has to be pried up). Was the motor isolated from the frame by two sided tape or something similar? Were any sharp points on the motor mount base (such as on Athearn motors) grounded to the frame causing the short? If the motor was grounded somehow to the frame, it's a good bet the DCC board is burned up as well. Get a new DCC board and install it using the company directions making very sure that nothing is grounded to the frame in any way.

Now see if the engine runs. If it does, you have completed the repair and you can reassemble the engine and you are done.

If the engine still shorts after the motor was dismantled and disconnected and before you installed a new DCC board, you most likely have a driver short. If you have a DC power supply, you may wish to direct connect it to the motor and see if it works properly. It should accelerate with increasing voltage and run fast at a full 12 volts.

If it runs poorly, try cleaning the commutator if it's an open frame motor or replace it if it's a closed (can) motor. Probably best to replace and old open frame motor with a can motor in any case. Open frame motors use large amounts of amperage and tend to be rough running. If the motor problems have been settled, go on to the next stage.

Stage 7: Driver Shorts Turn the engine over on a foam cradle and remove the driver retainer plate. Each driver set will lift out and can be tested individually for shorting with a meter or by placing on a powered track. Assuming one or more drivers do cause a short, it's time to make repairs and now it gets a bit dicey. It may be possible to purchase replacement drivers but that will take time to track down a source for the right size and make the purchase. So let's try and make a repair which will be cheaper if successful.

First thing to do is determine which side of the driver set was insulated. This is an "eye test" to see which tire is separated from the driver center by a thin layer of fiber insulation. Somehow this layer has been compromised and no longer insulates the tire from the driver center. What to do? The answer is remove the tire, replace the failed fiber and replace the tire.

Check all the driver sets to make certain that more than one is not shorted. No current should pass across the fiber insulation from tire to wheel. If shorted you have two choices, buy a new set from the manufacturer or a supplier such as Northwest Shortline in the exact same size or rig up to remove the offending tire and replace the fiber insulation. The latter is test of your fortitude but if done well will greatly fortify your confidence in engine maintenance.

Stage 8: Tools You will need some specialized tools to accomplish the task and possibly make one as well. Needed will be a **wheel puller**, maybe a "quarterer" (aka "quartering jig") and a **tire removal tool**. You will need to fashion this yourself. Not a difficult thing if you have a small drill press. So obtain a wheel puller and a quarterer and then let's make a tire removal tool.

Before removing the driver from its axle, use a hard sharp tool to scratch an indelible (scratch) mark from the axle onto the back of the wheel. This mark will align the wheel and axle when reassembling them by preserving the driver quartering. Using the wheel puller, remove the offending driver from its axle.

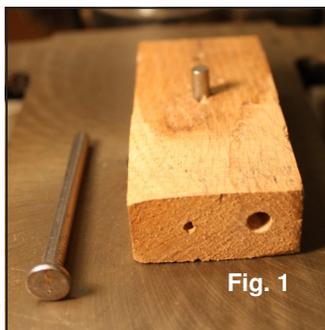


Fig. 1

Stage 9: Tire Removal Tool

The parts for a tire removal tool are shown in Fig.1. A 20-penny nail cut square and the head filed flat and square makes a good push tool (Fig. 2) to force a HO driver wheel out of the tire. Other scales can use appropriate common nails sizes. Place the nail in the chuck (all the way to the chuck base) of a drill press. Support the tire with a luckily sized bottle cap or or cut to fit pieces of hardwood or square brass stock or something similar. Just make sure the tire is **well supported so it will not bend**. Now press down and



Fig. 2

push the wheel out from the tire. Clean off the old fiber insulating material from the tire and wheel and you are ready to reassemble the driver.

Stage 10: Replace Fiber Insulation You will need some replacement fiber insulating material. I have found that the post office large mailing envelopes are just the tough stuff needed. Get one and cut a strip a bit wider than the wheel/tire surface and just the right length to go around the tire. A tiny gap is acceptable. Using gel super glue, attach the strip tightly to the wheel keeping the excess width to the front of the wheel. A piece of polyethylene placed underneath will facilitate the process. Let dry thoroughly. If any bulges develop in the strip, you will have to remove it, clean the wheel and redo the process. No bulges allowed when pressing the tire onto a wheel.



Fig. 3

Stage 11: Reassemble Wheel and Tire

To reassemble the wheel and tire, use the nail pressing tool and a flat piece of metal (Fig. 3) over the wheel and the tire to force the two together on a flat surface such as the drill press table. A good source of flat metal is an old steel car weight cut to a usable size. Make sure everything is exactly square. Again use a piece of poly between the table and wheel. Place a thin bead of the gel super glue on the fiber. Place the tire precisely on the wheel, place the unbendable flat metal piece on the tire and press down with drill press. Make sure the press process gets the wheel and tire squarely flat together. If not, you will have to redo the process again or you will have a wobbly engine for all your efforts. But you now have experience at this process so a redo should be no problem. Just annoying.

Stage 12: Press Wheel on Axle

Once the wheel-insulation-tire assembly has been completed, check with a meter that it is now properly insulated. Don't want any mistake after this point. Now trim off the excess insulation and any excess glue on the wheel and we will reassemble the wheel and axle. For this we will need an easy to make anvil tool to help press the wheel on the axle. A scrap piece of hardwood center drilled through to the diameter of second piece of nail just greater than the axle diameter will do the job. The nail should be a press fit and the contact surfaces of the nail anvil (both ends) exactly square. Now place the repaired driver on the axle with the scratch marks previously made exactly aligned (Fig. 4, note: the item between the drivers is a gear box). Mount the opposite wheel axle end on the anvil and hold with the drill press. Press the wheel fully onto the axle. The axle length will properly gauge the driver. Make sure the scratch marks are precisely aligned after the press. Not to worry if they are off. Just pull off the wheel and try again. Make a final check that the short is no longer present and it's time to reassemble the engine following your disassembly notes in reverse order. Wow - dang near done!



Fig. 4

Hopefully you have an operating engine back on line and a bunch of maintenance experience to further your model railroading pleasure. Enjoy! I did - with a bit of sweat.

CHOO CHOO CITY RAILS -- 2019 NMRA SER CONVENTION

by Roy Masterson, Superintendent &
Convention Chairman

Chattanooga, TN, the Scenic City of the South, will host the 2019 SER Annual Convention May 30 – June 2. The SER Convention is hosted by the Cherokee Division at the DoubleTree by Hilton in downtown Chattanooga just blocks from the Tennessee River. The SER convention www.choochoochocityrails.com website has convention information.

On **Thursday**, prior to the convention, **ScaleTrains.com** is sponsoring a trip on the Tennessee Valley Railroad Museum's **Hiwassee River Rail Loop** on a private train just for their customers and SER Convention attendees who purchased **\$75 tickets** from them for this special event. [Note: SOLD OUT at press time, Ed]

Pelle, Cody, Stephen, Matt and Lance will join the entire **ScaleTrains.com** team for a catered barbecue lunch at their headquarters in Benton, TN prior to boarding buses to take them to and from the train near Etowah, TN. After the train trip, guests will be able to tour and shop the ScaleTrains.com warehouse.

On **Sunday**, join the **ScaleTrains.com** team in Dalton, GA (30 miles south off I-75) after the SER Convention. They will be hosting a train watching event at the NS/CSX diamond by the **Dalton Depot Visitor's Center** as trains head to and from Atlanta.

On **Friday and Saturday**, no convention would be complete without **clinics, tours and layouts for operations**. We have a great lineup of talent with Pelle Søbørg, Contributing Editor, **MR Magazine**; Cody Grivno, Group Tech Editor and *Cody's Office* video series, **MR Magazine**; Stephen Priest, MMR, former editor **Railroad Model Craftsman**; Matt Herman, **ESU Loksound**; Lance Mindheim, owner of **Shelfs Layout Company** and Shane Wilson, President of **ScaleTrains.com**.

In addition, we have other great modelers who will be filling out our schedule of over 40 clinics on Friday and Saturday. Pelle will be our guest speaker at Saturday evening's banquet. Our thanks to **ScaleTrains.com** for sponsoring Pelle, Stephen and Matt's trip to our convention. ScaleTrains.com also created a video preview of the SER Convention that is on **YouTube**: Search for "**Choo Choo City Rails**".

On Friday, convention attendees can take advantage of a **morning and afternoon Prototype Industry tours**. The **morning bus tour (\$30)** will visit the **Archer Daniels Midland Chattanooga Sweeteners Transload facility** and visit the **Tennessee Valley Railroad Museum** where attendees will see vintage rail equipment and watch trains on the adjacent NS mainline. The tour also includes a ride on TVRM's Missionary Ridge Local through a historic Civil War tunnel for a special guided back shop tour where restoration of vintage locomotives and cars is performed.

The **afternoon bus tour (\$15)** will visit **Buzzi Unicem** manufacturing plant (formerly Portland Cement) where about 15 car loads are shipped out daily. The final tour stop will be **JIT Steel Service** where cars of coiled steel arrive to be cut into custom cuts. Both afternoon tour sites also receive goods by barge.

What convention would be complete without **home layout self-guided tours and operating sessions**. We have **15 layouts in the Chattanooga area for attendees to visit** in scales O, S, Sn3, HO, N and Z. For **operations we have 5 layouts with 6 operating sessions** scheduled in scales S, HO and N.

There will be **Non-Rail activities** during the convention. On **Friday** there will be a free guided tour of the Bluff View Art District followed by lunch at Tony's Pasta & Trattoria. Separate self-guided tours of the Hunter Museum (\$15) and the Houston Museum (\$9) are available. On Friday transportation is on your own.



On **Saturday, Non-Rail** luncheon at the Blue Orleans Seafood Shop at Main & Market Street. Shop at the **Chattanooga Choo Choo** and stop in for a sweet treat at the **Hot Chocolatier** directly across the street from the Choo Choo. A few blocks away are the shops at **Warehouse Row**. Saturday take advantage of the **free downtown electric shuttle** that runs from the river to the Choo Choo.

Chattanooga has **world famous attractions** such as Rock City, Ruby Falls, and the Incline Railway on Lookout Mountain. The Chattanooga Choo Choo Terminal Station made famous by the Glenn Miller song "Chattanooga Choo Choo" is a must see for rail fans and Chattanooga is home to the Tennessee Valley Railroad Museum. Close to our convention site is the Tennessee Aquarium, Children's Discovery Museum, Hunter Museum of Art and the Houston Glass Museum in the Bluff View Art District, the Medal of Honor Museum, and the International Towing and Recovery Museum.

Attendees can also take a ride on the **Southern Belle riverboat**. Downtown Chattanooga has a lot of great restaurants to choose from. Chattanooga ranks as one of the top family vacation destinations so bring the family, come early and stay late and enjoy all that the Scenic City has to offer. For rail fans, Norfolk Southern and CSX railroads have a major presence in the Chattanooga area with mainlines crisscrossing the city and NS has its 2nd largest shop employing over 200 people next to Debutts Yard.

Chattanooga is rich in railroad history with the capture of the General in the Great Locomotive Chase just outside Chattanooga. Eight of the Andrews Raiders are buried in Chattanooga's National Cemetery. For history buffs the Chattanooga area is also the site of several major battles of the Civil War. The Battle Above the Clouds on Lookout Mountain, the Battle of Missionary Ridge and the Nation's oldest and largest military park, Chickamauga Battlefield that is over 5,000 acres. Next to the Battlefield was the one time the home of the US 6th Cavalry in Fort Oglethorpe, Georgia.

And if you want more to do, **Chattanooga's Riverbend Festival** will be going on in the evenings about 5 blocks away on the bank of the Tennessee River. The Riverbend Festival is one of the oldest in the country (37th year). On Friday evening Keith Urban will be performing on the main stage. As of this writing other performers haven't been announced. After our convention banquet on Saturday night head to the river to watch an outstanding fireworks display at the end of the concert.

Convention Summary

Thursday May 30, ScaleTrains.com will be sponsoring the Tennessee Valley Railroad Museum Hiwassee River Rail Excursion with a catered BBQ lunch. (*This is a separate activity available to convention attendees who pay a \$75 separate fare.*)

Thursday May 30, registration open 3 - 9 PM; Ops Session

Friday May 31, Clinics, operation Sessions, home layout tours, and Prototype/Industrial Tours, Non Rail Activities

Saturday June 1, Clinics, home layout tours, Tennessee Railroad Museum (TVRM) rides and back shop tour, and banquet.

Sunday, June 2, Home Layout tours, operating sessions, and railfanning at the NS/CSX diamond in Dalton, GA.

This is not intended to be an exhaustive schedule, and is subject to change. It is intended that this chart help you see the "Big Picture" of opportunities and "trade-offs" for your convention time. There is more detailed info available for each category on the convention website -- monitor this for your best options.

		Separate Fare	Convention Registration + Extra Fare Items				
		Model Contest	Clinics	Proto Tours	Layout Tours	Ops Sessions	Non Rail
Thursday, May 30							
AM	10	Hiwassee Loop Excursion with ScaleTrains.com (Separate Fare)					
PM	6						
		Supper on your own					
Evening						Ops Session 7-10 Masterson	
Friday, May 31							
AM	9	Judges Meeting	3 clinics start each hour	Morning Bus Tour \$30	"Georgia Group" Layout Tours 9 -12		Bluff View Arts Dist (Free guided tour)
	10	Model Registration					
	11	Lunch on your own					Tony's Trattoria
Lunch							
	1	Model Registration	3 clinics start each hour	Afternoon Bus Tour \$15	"Cleveland Group" Layout Tours 1- 5		Self Guided Tours Hunter Museum \$15
PM	2						
	3						
	4						
	5	Special Clinic with Pelle Soeberg					Houston Museum \$9
Supper		Supper on your own					
Evening						2 Ops Sessions 7 - 10 Orman or Holmes	
Saturday, June 1							
AM	8	Model Registration	3 clinics start each hour		"Mountain Group" Layout Tours 9 - 12		
	9						
		Viewing & Judging					
Lunch		Lunch on your own					Blue New Orleans Seafood Shop & Shopping On Your Own
	1	Viewing & Judging	3 clinics start each hour		"Central Group" Layout Tours 1 - 4		
PM	2						
	3						
	4						
Supper		<i>SER Reception (5:30 - 7:00)</i>					
Evening		<i>SER Annual Banquet & Program with Pelle Soeberg</i>					
		<i>Annual Members Meeting</i>					
Sunday, June 2							
AM	10				"Northern Group" Layout Tours 10 - 1	Ops Session Masterson 10 - 1	
	11						
Lunch	12				Train Watching Dalton Depot & Visitors Center (No Charge) Hosted by ScaleTrains.com		
	1						
PM	2				Ops Session Knoxville Area MRRC 1:30-4:30		
	3						
	4						

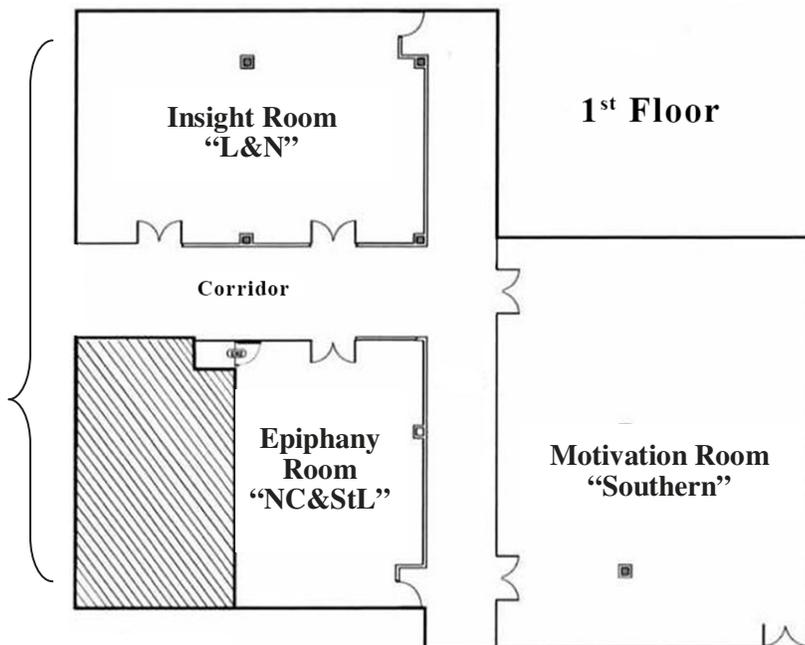


3 Clinics on the Hour

Friday 9 - 5

Saturday 9 - 4

(Check detail schedule as many clinics repeat)



Hotel Lobby

**Registration
Opens 3 pm Thursday**

Door Prizes

Tours Arr/Dep



Hospitality Room

The Hospitality Room will be available as base for Non Rail Activities as well as a "Take-A-Break" location

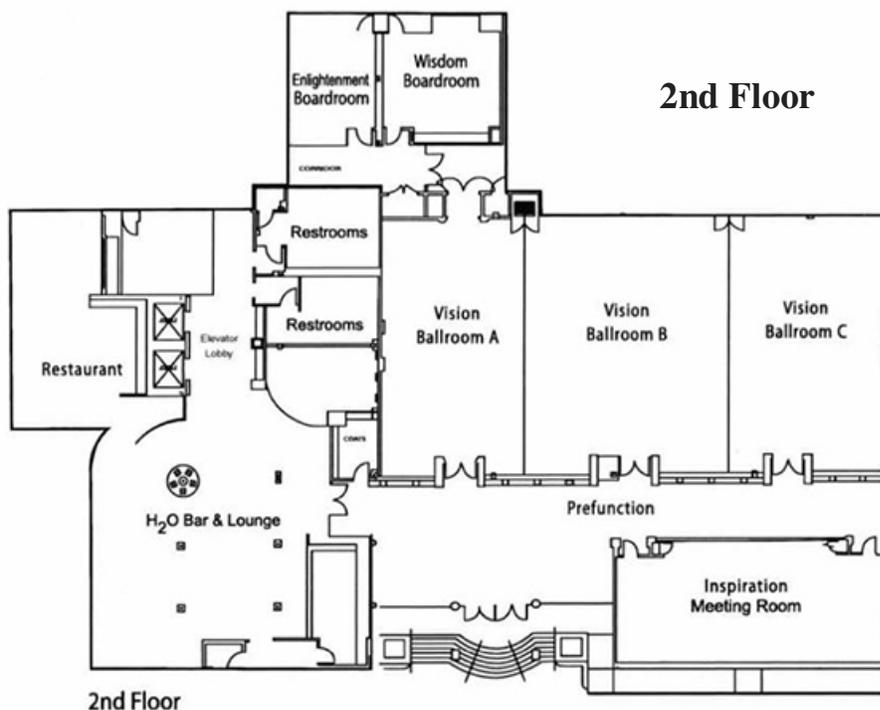
The Hospitality Room is located on the 3rd Floor, Room 308

Vision Ballroom

**Board Mtg Sat. 9 am
Reception 5:30-7 pm
Banquet 7-9
Membership Mtg 9 pm**

**Inspiration
"TAG"**

**Contest Room
Judges Mtg 9 am Friday
Open 10 am Friday**



right!
Dalton!
track



Dalton Freight Depot

**One of the best locations in Georgia
for train watching!**

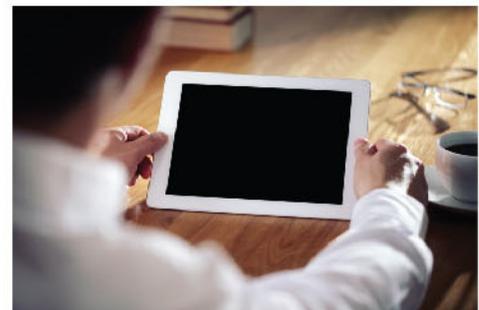
See the "Dalton Diamond" where the
Norfolk Southern and CSX lines intersect.



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305 South Depot Street
Dalton, GA 30720**



Follow approaching trains on our
ATCS monitor on-site



Watch Live Trains in Dalton from
the comfort of your own home
via virtualrailfan.com

VisitDaltonGa.com

CHOO-CHOO CITY RAILS LAYOUT PREVIEWS

CHATTANOOGA, TN
SOUTHEASTERN REGION NMRA
2019 CONVENTION

Jim Bailiff's Cincinnati RR- Sharonville Division

This railroad is 26' x 30' multi-level HO scale, E-shaped walk-in railroad, depicting Kentucky coal and timber operations in the

early 1950's. The layout is wired for both DC and DCC operation. The railroad spans 120' of mainline plus sidings and uses a helix to reach its three levels.

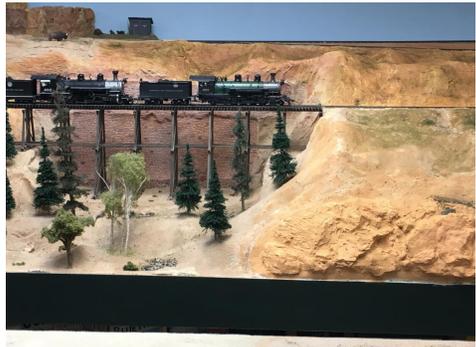
This beautiful layout is considered complete with all structures, scenery and backgrounds, and also includes many lighting effects. The layout features the downtown Cincinnati area complete with passenger station, a roundhouse with associated coaling towers, water, and sanding operations. Structures have been built using Craftsman kits, kit-bashing methods, and scratch building. This is another must-see layout.



Charlie Wheat's DRG&W RR-Cleveland Division

The DRGW Cleveland Division is a 13' x 27' SN3 and S Standard scale freelanced railroad, set in the northern New Mexico and southern Colorado area during the middle-to-late 1930's. Towns in Colorado include Ridgeway, Sargent and Rico; New Mexico towns include Dulce and Gato.

The beautiful western scenery is 80% complete, and the buildings are either Craftsman kits or scratch-built by a very talented modeler and owner. There is over 200' of mainline track, a portion of which is dual-gauge. Also, a portion of the track is hand-laid. The layout runs around the room at multiple elevations with stations at each town, as well as industries to deliver and pick up cars. This is a must-see layout. Try to find the fantasy dragon, haunted stump and Bigfoot skull.



Ed Painter's Virginia, Appalachian, and Western Railway

The railroad represents the Appalachian region of VA and WVA and the Piedmont region of VA. The prototypes are N&W and Southern Ry, from 1960 to 1981, with passenger and freight.

are already powered by NCE DCC wireless. Code 100 track includes PECO Insulfrog turnouts.

Benchwork is a "U", 42' long with 2 @ 90° wings 16' x 6' across. Branch lines (50' & 17') will cross along back and left walls. Generous aisles and a nice crew lounge are provided.

Additionally, Ed's house in Cohutta GA is situated where NS single track I-Line splits off from the double-track H-line. There are more than 40 trains on the H-line with a few on the I-Line, so it provides great rail-fanning.

The layout will include coal mines, coke production, 4 unit coal-fired power plant, cement production, and paper mill as the primary industries. One large yard will include classification tracks, turntable, and roundhouse for steam locomotives. Work on the layout began in 2018, and the entire mainline and most passing sidings



CHOO-CHOO CITY RAILS CHATTANOOGA, TN SOUTH-EASTERN REGION NMRA 2019 CONVENTION LAYOUT PREVIEWS

features an around the room twice mainline with several bridges and very nice photographic backdrops. The engine facility includes a turntable and roundhouse, and a switching district was extended into the closet.

Motive power is mostly diesel with some run-through foreign power, and includes passenger traffic. The layout is strictly DC with Atlas controls. Randy has recreated his childhood vision of 1950's through early 1970's L&N in southeast TN & northern GA.

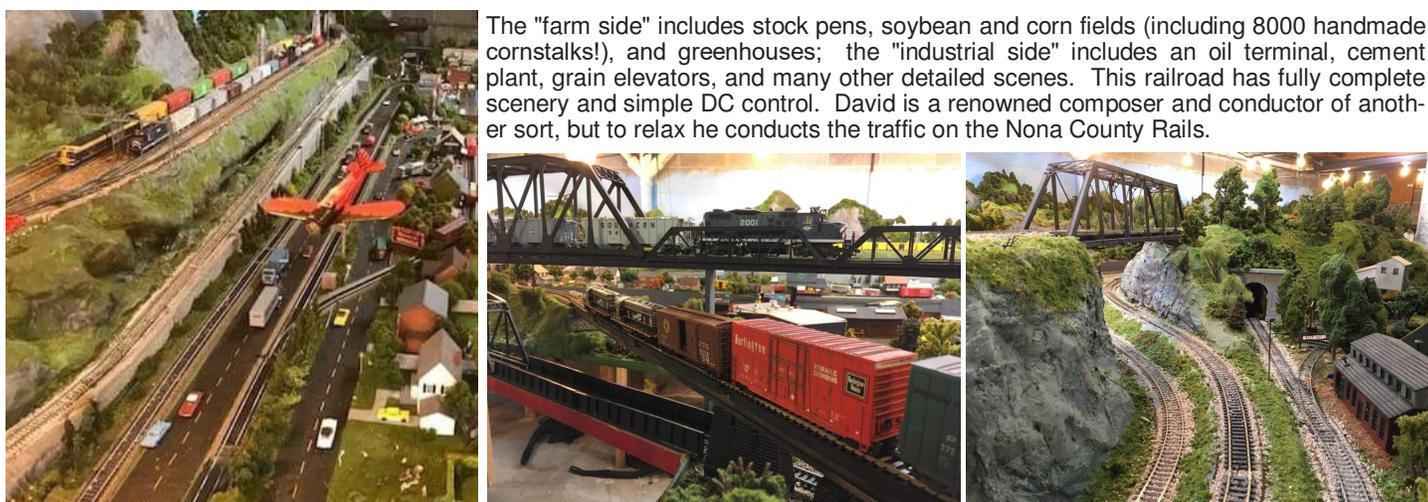
Randy Pye's L&N - Ringgold Division

This HO railroad is in a 13' x 13' spare bedroom, with all trackwork and controls located within an arm's reach while seated. It



David Holsinger's Nona County Rails

This 13' x 30' HO layout is set in spring, early 1960's and is a rail fan delight. It features a variety of midwest railroads (including CB&Q, AT&SF, MP) on four mainlines, on separate levels and Routes: 1) Highport, 2) Ridgecut, 3) Rail Station and 4) Wishbone.



The "farm side" includes stock pens, soybean and corn fields (including 8000 handmade cornstalks!), and greenhouses; the "industrial side" includes an oil terminal, cement plant, grain elevators, and many other detailed scenes. This railroad has fully complete scenery and simple DC control. David is a renowned composer and conductor of another sort, but to relax he conducts the traffic on the Nona County Rails.

Rich Stichler's European and Japanese layouts

And for something much smaller --Z scale! Rich has two portable 2' x 3' layouts. The European layout has mountains, tunnels, bridges, a castle, streets, and vehicles. The Japanese layout includes an engine house, turntable, bridges, and a bustling town. The buildings include an impressive amount of detail, with passenger and freight trains gliding across the sleek track work. Rich has a passing siding and industries, proving that you always have room for a layout - it's just a matter of the proper scale.



Operations - A Series – Train Control & Signals -- 1

By Steve Prevette, Central Savannah River Division 9

First, thank you for several positive comments received on the Time Table and Train Order column. Glad to see the interest out there and the opportunity to provide an introduction to these subjects. This issue, we will discuss signals. For me, signals have always been fascinating and bring a level of effect and animation to a model railroad. But they can also be rather expensive and require major commitments of electronics and/or (nowadays) software.

The simplest signals are **Train Order** signals. It is important to note that these signals do not provide authority for the train to move. They don't even mean Red – Stop, Green – Go. Green simply means there are no orders for your train. You may hold an order that says you must stop to meet a train at this station, but the Green simply implies there are no new directions for the train. Below is a photo of Burnt Hills and its train order signal (to the left



of the station) in the center of the photo.

If you don't notice the train order signal (many train crews do not when standing right there), there is a repeater light on the fascia. Note the bull dog clip below the repeater with a form 19 order clipped to it. I did have my train order signals (which are based upon a photo in one of Tony Koester's operations books) made by a custom signal builder. Since I only needed seven of them, it did not break the bank.

Another form of signal is found in **manual block**. Like train order signals, they are manually set by an operator physically located in a tower or station, but (unlike train order signals) do provide information about the track ahead.

With the recent replacement of my layout's original peninsula with a new peninsula, I decided to add manual block to operations south of Mayfield yard (the Division Point). There are only three blocks south of Mayfield to the end of the line at interchanges with the Central of New Jersey (on the mainline at Scranton) and the Erie-Lackawanna and Lehigh Valley at Big Flats on the Capouse Branch.

The photo to the right is of Capouse Jct, with a yellow over red indication on the block signal. This signifies the block ahead to Mayfield is clear, but the SD Tower Interlocking signal (which protects an EL crossing just south of Mayfield) is set to red – stop. This signal is useful on the model as the track goes through the backdrop just as it rounds the turn and this lets the train crew know what to expect on the other side. It also protects the Mayfield yard switcher if it has a long cut of cars to classify and must enter the main at SD Tower.

There is a good presentation on the Pennsylvania Railroad sys-

tem by Alan Buchan at <http://www.pennsyr.com/index.php/general/119-manual-block-system>. I must admit I've found conflicting information (most likely this varied by railroad and era) regarding whether the manual block signal provides "authority" for the train to move, or if it must have a Clearance Form and/or a Train Order. Alan indicates "Trains were usually authorized to pass block stations on signal indication". I have run into the same conflicting information about Centralized Traffic Control (discussed next article).

I have set up an operator's desk for manual block control and interlocking controls. These controls are aligned for a train to "Exit" Mayfield Yard at SD Tower. This sets the signal in the Capouse Jct/CP Tower picture (below) to red over red.

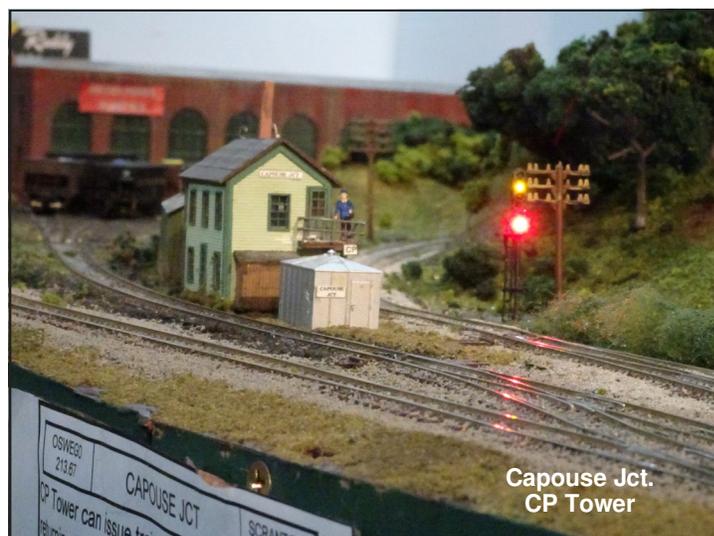
The Scranton Block is set to Green for a train to go service Scranton. Scranton block is a dead-end stretch of track so only has one entry signal

The red signal in the picture is the entry signal for the Olyphant block (you just have to love some of the names of locations in the Scranton area). The Olyphant block is on the Capouse Branch which heads to Big Flats, Cayuga Jct, LV staging, E-L staging, Hampden Yard, and several coal breakers.

Also shown in the picture is the box to hold intercom number 3 (a handheld "Vtech" phone), intercom directory, and boxes with train instructions and Clearance Forms and Form 19's. So far I've received favorable comments on this addition, and it does reduce load on the dispatcher. I do allow the tower operator to set up meets as needed.

Another recent addition is a security camera set to an obsolete smart phone. This was needed because SD tower is on the other side of the backdrop, and that aisle gets rather crowded with yard operations and switching at Burnt Hills. The tower operator can stay in this relatively quiet aisle and view SD tower through the camera. OS reporting for Burnt Hills (the first photo) was also getting difficult due to the aisle crowding. There is a grade crossing near the signal which is triggered by light sensors. An alarm right was rigged up at the dispatcher's desk which goes off when the grade crossing is activated letting the dispatcher know to take a look at the camera.

I have referred to Interlocking Signals. These are signals that protect junctions which may involve crossings of two tracks, or turnouts, or both. The signals are "interlocked" by either mechanical, electrical, or software means such that once you set the junction for a certain route and direction, all conflicting routes are set to "absolute" red. That is, if a train approaches a red interlocking signal, it is absolute, meaning the train may not pass that signal.





Also, if the tower operator aligns the tower to a certain route, and then tries to establish a different route, there is a timer to hold all signals at red so if a train passed through the original route before the route changed, the other routes would be held until it passed.

A nice two minute video on modern interlocking smay be found at <https://www.youtube.com/watch?v=QdBs5jRixWE>. Interlocking systems MAY authorize the movement of trains without paper-work. If the entire stretch of railroad is established as an interlocking, then we have Centralized Traffic Control (CTC).

In the next installment I will take a dive into Automatic Block Signals, Track Warrants and CTC.

In the meantime, here are some further YouTube videos I recommend:

A "we love BNSF" video about today's CTC, only 2 minutes long:

<https://www.youtube.com/watch?v=MpCsAQuWaH8>

Signaling and signs - several nuances:

<https://www.youtube.com/watch?v=46mQISU-qxk>

If you really want a deep-dive into signals - a series of 6 videos about CSX starts:

<https://www.youtube.com/watch?v=2xgSuvh28XI>

"Traditional" CTC with hard wired panels, This one is noisier than "Robbie the robot", the noise is the coded signals going out & in.

<https://www.youtube.com/watch?v=WINb5TcVz6o>

Lee Nicholas's Utah Colorado & Western, also with a United Switch & Signal (US&S) machine. I was lucky enough to visit this layout some time ago; ignore the "toy man" theme.

<https://www.youtube.com/watch?v=aY6Aq3xkNwE>



2019 SER BOARD OF DIRECTORS ELECTION

VOTING INSTRUCTIONS

You may vote online **or** with the paper ballot in this edition of the SouthErneR. To vote, you must be a voting member (Life, Regular, Associate, Student, or Sustaining) in good standing with the NMRA.

Vote Online -- Online voting begins in April. You must have a valid email on file with the NMRA in order to receive and submit the online ballot. Look for an email with the subject line:

Vote now: 2019 SER Board of Directors Election

Complete the ballot and submit your choices.

Online voting closes May 18, 2019.

Vote Using the Paper Ballot -- To vote by paper ballot, mark your selections on the ballot. Your ballot must be signed, and include your name and NMRA member number or your votes will not be counted. Remove the ballot from the SouthErneR, fold, affix proper postage and mail.

Your paper ballot must be postmarked by May 18, 2019.

2019 SER Candidates for Election

Tom Cusker – Candidate for SER Director

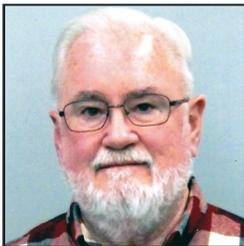
I would like to place my name in nomination for Director of the SER. I have been a member of the NMRA for over 25 years and am a Life Member. I am 70 years old, retired, married and reside in Helena, Alabama. I have previously served as SER secretary, SER Director and SER Convention Chairman. I have served as the Steel City Division Secretary, President and as the co-chairman of the 2004 SER Convention and chairman of the 2010 Convention.



I am currently a member of the Wrecking Crew Model Railroad Club in Birmingham. I have been involved in model railroading since 1960 and I am in the process of building my 4th layout based on the B&O and a member of the B&O Historical Society. I also have a large collection of B&O memorabilia. I took a break for the last few years from being involved in the SER board to let others step in but now feel it is time to get back involved since I am now retired. I believe my previous experience on the board will help serve the SER membership. I would appreciate your support in the upcoming election.

Roy Masterson – Candidate for SER Director

Like most model railroaders I caught the bug early. My cousin had a Lionel Santa Fe streamlined passenger train and a freight train pulled by a Santa Fe steamer on a two level layout his family set up every Christmas. As a 6 year old I was hooked! The next year Santa brought me my own American Flyer train set. And I still remember the Model Railroader magazine my cousin gave me. That was a long time ago and I can say I've been a model railroader most of my life.



I am a member of the Operations Special Interest Group and enjoy running trains every chance I get. Through OPSIG I have met a lot of great modelers in our hobby and have been fortunate to operate on a lot of outstanding layouts. My own HO scale Louisville Southern double-deck layout was built for operations. My 230' mainline layout is set in the late 1960's and with Southern, L&N and Tennessee Central motive power.

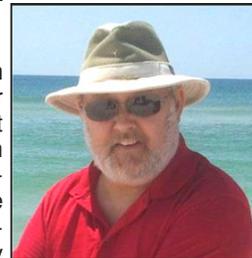
I'm also a member of the Chattanooga Modular Modelers, Chattanooga Area Model Railroad Club and the Tennessee Valley Railroad Museum. My wife, Kay, and I live in Chattanooga, Tennessee.

In September of 2016 I was asked if I would take over as Superintendent of the Southern District of the Headquarters Division. Our District had been inactive for many years and with the help of our newly elected Board we have become an active organization again. So much so that the SER and President Mole thought we should host the 2019 SER Annual Convention in Chattanooga. I became the Convention Chairman and assembled a great team of talented Convention Committee members who have worked hard on this year's convention. We have also hosted several Boy Scout Railroad Merit Badge Programs at the Tennessee Valley Railroad Museum. In 2018 our members voted to rename the Headquarters Division to the Cherokee Division.

At the 2018 SER Annual Convention I was honored to receive the President's Award for the progress our Division has achieved in promoting our hobby in the Southeastern Region. If I am elected as a Director of the SER I will continue to work with the many outstanding modelers in our region as we share our love of trains and

model railroading with the future leaders in our great hobby.

Kenneth Mattern – Candidate for SER Director



My name is Kenneth Mattern and I live in Huntsville, Al. I'm a retired DoD contractor who specialized in software development and big data mining for many years. I am also a retired licensed minister in the United Church of Christ and in the past have served elected office in my church conference in Pennsylvania. I'm active in my local church, love to cook and read. I've been a model railroader in some form or another for longer than I would like to think or remember. I'm currently working on my fourth N-Scale layout. It is a freelanced interchange with the PRR in Lewistown, Pa. I rode the Pennsylvanian, still an Amtrak train, back in the 1960's.

I've been an NMRA member for about ten years. I have been active in the Mid-South Division since its reboot a few years back. I'm the webmaster and a director for the division. I have participated in regional conventions and have attended national conventions as well. Though I know how to build models, lay track, run trains and spend too much money at hobby shops I believe that as a Director of the SER I will broaden both my friendships and relationships but will also greatly enhance my knowledge of this wonderful hobby. In return I believe, through my experiences working with business and government, as well as the church, I can provide a level of knowledge that will support the region and those in it in a businesslike manner.

Paul Voelker – Candidate for SER Director



Hi, my name is Paul V. Voelker and I'd like to serve the SER for a second term as a Director of the Southeastern Region.

I've been an NMRA member for over 50 years and I've been an SER member for over 30 years. I served on two national convention committees, two region convention committees and I was editor of this region's The SouthErneR newsletter for fifteen years finally retiring in March of 2016. I had served on the Piedmont Division's BOD as a Director for nineteen out of twenty years, four years concurrently as an SER Director. I had served previously as an SER Director for two four-year terms and was not planning to run again. However after two years, I was then talked into running again for an additional term which is now just concluding this year. I believe I am eligible to run for one last term as a Director which is now a two-year position after the Board of Directors rules change of last year.

I hold numerous service awards—two NMRA President's Awards, Fellow of the NMRA Award, Dave Muller and Vern Yarbrough Awards for service to our region, and a number of Piedmont Division Awards. I am active in the Achievement Program holding certificates for Dispatcher, Official, Volunteer, and Author. Currently I am the editor of the NMRA Turntable, the online monthly newsletter offering suggestions for model and prototype railroading videos that may be of interest to watch, along with other online resources.

For the past twenty-nine years I've served on the NMRA's contest staff, first as photo contest assistant (9 yrs), then later as both the current National Photo Contest Chairman (20 yrs), and Pass Contest Chairman (22 yrs). I also created and authored the online only NMRA Model Contest PhotoBook series covering all of the entries in national contests from 2004-2010 and 2016. Also over the past three years I have been making trips to the United King-

dom to attend the British Region conventions and also touring various railroad-related venues with an eye to help promote their future 2022 NMRA National Convention in Birmingham, England. My primary interests in wanting to serve the SER as a Director for two more years is to keep the region on a steady course and solvent, to help out the various divisions where we can, and to promote the hobby of model railroading. I would appreciate your vote to let me serve for another two years! Thanks! Paul V. Voelker NMRA Life Member

Randall Watson – Candidate for SER Director

My name is Randall Watson, I'm running for the position of Director of the Southeastern Region (SER) Board. I'm acquainted with a lot of the region membership however, for those of you I have not had the pleasure of meeting, I'd like to share some information about myself. I joined the National Model Railroad Association (NMRA) as a regular member in 1970 becoming a Life Member of the NMRA in 1994. Briefly, I have served in my home division in the positions of Treasurer, Director and various committees such as the division annual train show for 15 years. I volunteered for the Cross Roads Atlanta National Convention as a layout tour guide and as a member of the host committee for the Peachtree Express National convention. I was Chairman of the ticket sales booth and worked in the sales booth the entire convention.



Under the region leadership of President Roy Tritt, I served as Assistant Treasurer for two years before being elected to fill the position of Treasurer for two years also under President Tritt and an additional two years under President Bob Beaty. After completing my role as treasurer, I ran for and was elected to fill a four year term in the position of Region Director. Under President Beaty's leadership, I was also appointed region car sales chairman in addition to my director position. I have served in the position of Region Assistant AP Manager under George Gilbert. When George left the AP Manager position, I was appointed by President Alan Mole to fill the Region AP Manager position in which I still serve in addition to chairing the on-going region car sales project.

My personal accomplishments include receiving the SER Region Dave Muller Award in 2001 for division volunteerism. In 2018, I was honored and humbled to be presented the Vern Yarbrough Award for outstanding service in the Southeastern Region as this region has many other qualified recipients other than myself.

Although it's been years since I've served in a voting position of the SER Board, I feel my knowledge, experience and involvement at both the division and region level will be an asset in reaching out to fellow modelers, both members and non-members, to encourage participation and insure the continuation of a strong region. I feel the position of Director has two major responsibilities, the first being to our great region. The second responsibility is to the members of the region. As your Director, I have the responsibility to bring all suggestions or concerns to the attention of the board for their consideration. I appreciate your consideration and support by voting for me to continue my service to the region by filling one of the two open director positions.

My appreciation and thanks to all current board members for their hard work and dedication to the SER.

Larry Burkholder – Candidate for SER President

I am 77, married to Marge, have two daughters and six grandchildren. I live in Loudon, (Tellico Village), TN. I have been involved in model railroading since high school, but only seriously since I

finally moved into a house with room for a layout and I retired and stopped almost continuous business travel in 1998.

I was Superintendent of the Smoky Mountain Division (Div. 12) for about ten years, Chairman of the 2012 SER annual convention in Gatlinburg, Tennessee, SER region director and Education Chairman since 2017. I am also currently President of the Knoxville Area Model Railroaders club. I'm working on the NMRA Achievement Program, with five certificates so far.

I am a former President of the Children's Museum of Oak Ridge Board of Directors. I was VP and General Manager of Pfizer's Oil Field Products Group in Houston for ten years prior to retirement from there in 1996. After that I spent two years in China starting up a pilot plant and sales office for Coultor, a Finnish specialty food additives company. I retired to Tellico Village, Tennessee in 1998.

I believe my model railroad level of interest, service and relationships within the SER, and my general business managerial experience provide the necessary background to perform well as SER President and to continue the regional leadership the SER brings to the NMRA.

Mark McAllister – Candidate for SER Treasurer

Hello, my name is Mark McAllister. Many of you have known me for a number of years. I am seeking a term as Treasurer for our region, SER-NMRA. I became very active as a model railroader when I was twelve but it was a ride aboard a Louisville & Nashville switch engine with my uncle, at age 5 in 1968, that solidified my love of trains. Once I became active in our hobby, I joined the local club where I learned about modeling. I later served at vice-president and president of that same club.

My first involvement with the NMRA/SER was in the early 1980s when I attended my first convention in Washington, D.C. I spent many years learning all I could from so many all around our region. I later served as HQ Division (now Cherokee) Superintendent in the late 1990s. In more recent years, I've worked as one of the founding members of a modular club that started with 4-5 and now number almost fifty members, attained 501-c-3 non-profit status and is currently building out an expansion to our clubhouse so that we may host educational classes, module work session and public outreach activities. I have served as president of Chattanooga Modular Modelers for the past four years and deputy superintendent of the SER-Cherokee Division for the past two years and convention staff for the 2019 SER Convention. My modeling interests are Southern Rwy., Central of Georgia and Louisville & Nashville. I live in East Ridge, Tennessee (Chattanooga).

I believe that education is the key to our hobby -- teaching those interested about railroads, their operations, layout construction techniques, technology, modeling skills and history. All these bring our hobby to life create interest for us as hobbyists. I love the aspect of helping others get the most out of our hobby. In fact, I do it every day as I now work in the model railroad industry for a major model manufacturer. It is my desire to bring my passion for the hobby and my experience to the leadership team for the Southeast Region. I humbly ask for your vote.



Official Ballot 2019 SER Board of Directors Election

(I) indicates incumbent

President (Vote for One)	
Larry Burkholder	<input type="checkbox"/>
Write-In _____	<input type="checkbox"/>

Treasurer (Vote for One)	
Mark McAllister	<input type="checkbox"/>
Write-In _____	<input type="checkbox"/>

MUST BE COMPLETED	
Name _____	
Signature _____	
NMRA # _____	

Director At-Large (Vote for no more than Two)	
Tom Cusker	<input type="checkbox"/>
Roy Masterson	<input type="checkbox"/>
Kenneth Mattern	<input type="checkbox"/>
Paul V Voelker (I)	<input type="checkbox"/>
Randall Watson	<input type="checkbox"/>
Write-In _____	<input type="checkbox"/>
Write-In _____	<input type="checkbox"/>

MUST BE POSTMARKED BY MAY 18, 2019

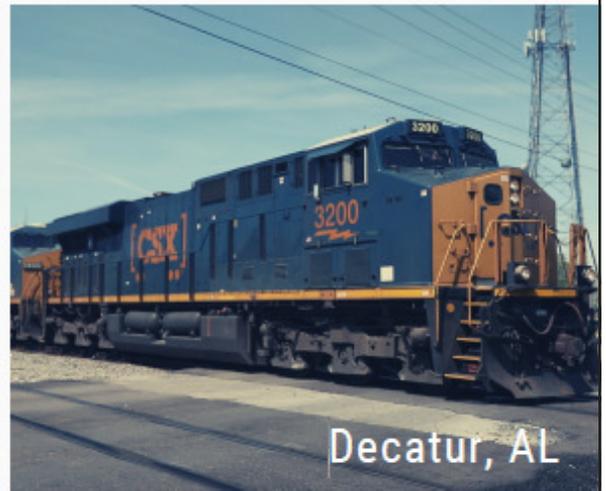
FOLD ALONG THIS LINE -- FIRST

TAPE HERE -- DO NOT STAPLE

FOLD ALONG THIS DOTTED LINE -- LAST

**MR. RICHARD V. COBLE
SER MEMBERSHIP CHAIR
3278 SPRING WIND COURT
LAWRENCEVILLE, GA 30044-4838**

**1ST
CLASS
POSTAGE
STAMP**



Decatur, AL

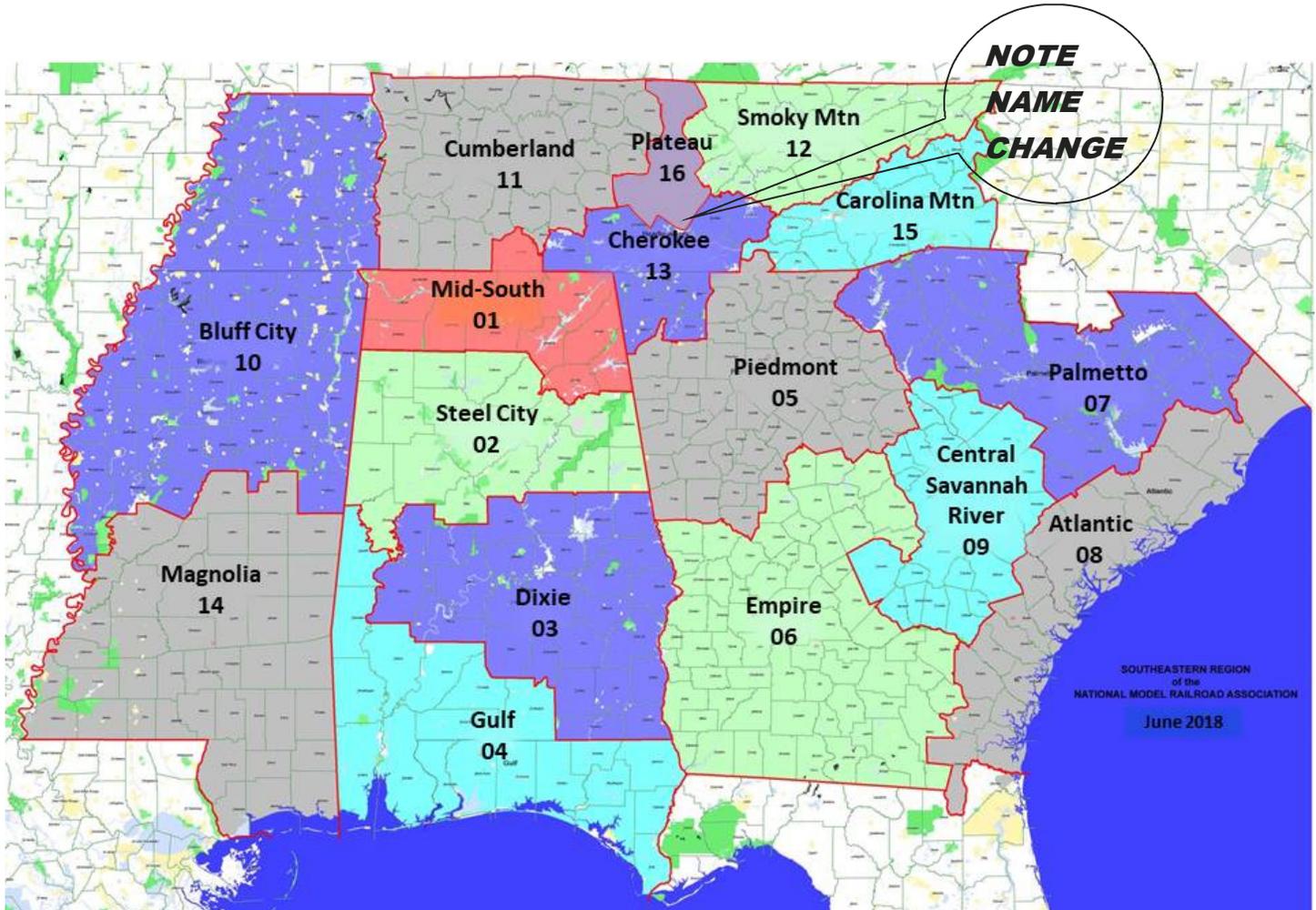
HISTORIC UNION DEPOT

The historic Decatur union passenger depot was built by the Southern Railway in 1905 and is a symbol of the city's rich railroad heritage which extends back to the 1830s when the first railroad west of the Allegheny Mountains, the Tusculumbia, Courtland and Decatur was built. A union depot was the result of the joint use of the depot by two railroads, the Southern and the Louisville & Nashville railroads.

The Depot was Alabama Main Street's 2015-2016 Historic Preservation Project of the Year. Its street address is 701 Railroad Street, 35601.



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OFFICERS

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206 Coyatee View, Loudon, TN 37774-2172

Director (2020): Howard Garner, MMR (864) 878-4705 cascaderail@bellsouth.net
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Asst. Webmaster: Steve Pevette (803) 392-7684 pevettejs@gmail.com
356 Ashley Ct., Graniteville, SC 29829-3940

DIVISIONS

See the following sections for the name and contact info of Division leadership.

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MMR #556

79 Cross Branches Acworth, GA 30101

PIEDMONT DIVISION
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Horn69@bellsouth.net

George Bloodworth President

L & K Railroad

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Tel: 678-297-1814
Fax: 678-297-1816
george.bloodworth@att.net

SUGAR VALLEY AND SWEETWATER RR

Brian Glock Superintendent

255 Hollyberry Dr., Roswell, GA 30076 • 770-998-3314 • brianglock966@yahoo.com



Southeastern Region Division News



Division 1 — Mid-South — Jim Norris, Superintendent

2308 Jade Pointe Dr, Decatur, AL 35244

256-584-6527

jnorris2@charter.net



Welcome! The Mid-South Division is located in the Northern tier of Alabama counties between Mississippi and Georgia, with the Southeastern corner dipping down to Gadsden, AL and the Northern border extending up to Fayetteville, TN. There are approximately 40 members spread throughout the Division, with most of the members living in the Huntsville area.

We're pleased that the Decatur Morgan County Tourism Bureau has taken out a full page ad in the SouthErneR promoting the Decatur Union Depot. The ad begins running in this issue of the SouthErneR.



HISTORIC UNION DEPOT

The historic Decatur union passenger depot was built by the Southern Railway in 1905 and is a symbol of the city's rich railroad heritage which extends back to the 1830s when the first railroad west of the Allegheny Mountains, the Tusculum, Courtland and Decatur was built. A union depot was the result of the joint use of the depot by two railroads, the Southern and the Louisville & Nashville railroads.

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The Division has voted to meet the first Saturday of each month at the

For 2019, operating sessions will be held the first three Saturdays of the month starting at 10:00 AM. We're still looking to train two people as dispatchers so we can cover all Saturdays. The following clinics are on the schedule for 2019:

Decatur Union Depot. The meetings begin at 9:30 A.M. We usually have a short business meeting followed by a clinic of general interest to the membership and an operating session on the Decatur Union Depot layout -- for which Mid South Division recently won an award.

The New Year will find us focusing on additional lighting, more signals and a small amount of scenery that needs to be added. Operating sessions are conducted on the layout for 2-3 hours after our monthly meetings. Since the Depot Museum is open, these sessions attract considerable interest from parents and kids alike. In December, we set up the conference room with five ovals in concentric circles and allowed school groups during the week and on the weekend parents with kids to operate the trains.

- March - Speed Matching Locomotives
- April - Resin Casting and Moldings
- May - Arduino Clinic
- June - Making Your Own Car Cards
- July - Basing Car Movements On Industry Needs

Division 2 — Steel City — Whit Fancher Superintendent

1008 Southridge Dr., Vestavia Hills, AL 35242

205-746-0007

crownlandscapeservices@gmail.com

Webmaster Craig Gardner posts meeting information on our website www.scd-nmra.org as well as other information about the Division, its members and activities. You can download our electronic newsletter "The Coupler".

Jason Parham - Assistant Super
Mike Burns - Secretary
Dr. Carey Ketchum - Treasurer
Larry Smith - Program Chair, Appointed

Division meetings are held on the Third Thursday most months at the Shepherd of the Hills, Lutheran Church on Valleydale Road, Birmingham, AL.

Our February Clinic was presented by Dave Whitehart on Scratch Building Structures with a discussion that followed. March meeting led by Whit Fancher about using ebay for buying and selling. Come join us for our next meeting.

Officers for 2019 are:

Whit Fancher - Superintendent



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.

Here is a shot from the video featuring club member and SER veteran member Phil Hutchinson switching the coal tippie on the MGB club layout. Check out the video on YouTube:

There are 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.



<https://www.youtube.com/watch?v=0d1cZFanNYc&authuser=0>

One of the Dixie Division's clubs, the MGB Model Railroad Club was recently featured on a local TV Show, "Simply Southern"

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.

Spring is here and model railroading is moving on. But spring yard work is coming on and it's time to think about the rest of the year's activities. For example, have you considered attending the Southeast Region Convention in Chattanooga, Tennessee on May 29 - June 1. Some good looking clinics listed and you don't have to go to the whole event. Go to www.choochoocityrails.org for complete info. It will get your enthusiasm up for sure. Spring and summer are great times for getting some put-off projects completed while working around yard work and vacations. Next letter I will list the fall events in the vicinity of the Gulf Division 4 area.

Division 5 — Piedmont — Walt Liles, Superintendent

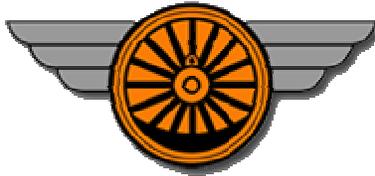
4388 Brandon Cove NE, Marietta, GA 30066-2106 678-896-6311 wliiles.crrman@gmail.com

Meeting locations:

Holy Innocents' Episcopal
 805 Mt. Vernon Hwy. N.W.,
 Atlanta, GA 30327

BoD Meeting—6 pm;

Regular meeting—7 pm See www.piedmont-div.org



We are very fortunate to live in these times for all the great products available to us as modelers. Whether you are new to model railroading or seasoned modeler there is always exciting new models or technology on the horizon. What that really means is that we get to benefit. It still does not stop us from using our creativity and skills to model our railroads. It should enhance us allowing us to really get a fully operational railroad going. For all you are modeling keep on modeling and learning. That's where I am going with this. The Piedmont Div. is all about teaching, sharing and learning. Regardless of your age you can always learn something new or different that you may have not tried.

On Jan 8th MMR #630 Al Churella presented the division with the history of two-foot narrow gauge railroading. He did a fine job and there was lots of interest in the topic for sure.

Jan 12th, we hosted Model Railroading 101 at Hobby Town USA Kennesaw as a TRAIN N CAMP. We had 12 people attend. This is a free class that we offer to folks every year as an intro or re-introduction to the hobby. It was taught by Howard Goodwin MMR, Perry Lamb and Walt Liles. I would recommend this in all divisions if you can pull it off.

Jan 19th Howard Goodwin MMR and his volunteers set up the **Membership Booth** at the 56th Atlanta Model Train Show in Duluth. It was a very busy event. We signed 3 new members.



Jan 26th was the **Scout Merit Badge Day** for scouts to learn about model railroading. Howard and his counselors presented a very professional class to the scouts.



On Jan 26th I attended the **SER BOD meeting** in Chattanooga, TN representing our division. I also got to visit the layout being constructed in the former NMRA HQ basement (Now part of TVRM). WOW! While in Chattanooga I got an invitation to visit Bill Orman's railroad. He has done a superb job building his layout. A big thanks to Bill Orman for having us over.

Feb 9th Perry Lamb and the UC&W was the **Layout Open House** for the month. Perry has been working hard to get more scenery completed. The railroad was operated by members of the North Atlanta Rail Barons while visitors stopped by in the afternoon to look at this fine model railroad.



Feb 12 was our **Monthly Division Meeting**. The evening highlight was the presenting to Dr. Al Churella his MMR. Charlie Mason AP Chair presented his AP Certificates and his #630 MMR plaque. Congratulation Al on this great achievement. Sally Bando our Director of Operations organized Stefan Bartelski to present a clinic on using a craft cutter device to make building sides or parts. He was able to do a live presentation.



Jerry Michnewicz MMR hosted the monthly **Layout Open House** on Jan 20th. Mitch's New York Central is a well detailed HO layout with lots of stories. He is currently adding a peninsula which will enlarge the railroad. He has done a fine job lighting his railroad which really makes this one special.

On Saturday Feb 16th we hosted the **NMRA National BOD** to a BBQ dinner at Perry Lamb's and then visiting layouts in the area. Thanks to Peter Youngblood MMR for organizing this event. We will be shuttling the BOD from their hotel up to the NW area to see Al Churella's, Howard Goodwin's, Peter Youngblood's and Perry Lamb's model railroads. Should be a lot of fun. Special thanks to extra operators at the houses and members getting the food and cleanup done.

Also, on Feb 16th Charlie Mason MMR will be hosting in Roswell an **Overview of the AP Program at Blue Ox Trains**. This is something new that we are just starting.

March is madness. It's busy We will have our **Monthly Division Meeting** on March 12th. Jackson McQuigg will be presenting on the history of Civil War Locomotive "TEXAS". Come on out and see what our meeting are all about.

David Gelmini and his great team of volunteers will be getting

another **THE MODEL TRAIN SHOW** open for modelers and families to visit on March 16-17th at the Cobb Galleria. Please come and check out the show. Great vendors and layouts to see. Its worth the trip. The construction on I-285 and the new Expressway is completed and should not be a problem this year for drivers. That's it for now.

Keep on modeling and don't forget to check your wheel gauge and couplers height. Use your NMRA gauge. This will keep cars and locos from derailing and enables so much more fun for operating trains.

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

The **Empire Division** covers a large part of southern Georgia including the cities of Columbus, Macon, Albany and Valdosta. these areas. <http://www.museumofaviation.org/> and <http://mgmrc.org/> www.empiredivision-ser.org

There are active groups listed in the Club Car page for each of Check out the Empire Division!

Division 7 — Palmetto — Ron Lown, Superintendent
108 Saddle Horn Ln., Piedmont, SC 29673-9184 864-845-3260 rlown3260@gmail.com



The Palmetto Division 7 held our annual Spring meeting on Saturday March 10th which was attended by 51 members. We had two great seminars - one on small railroad automation and control and the other on 3D printing - which were well received by the membership.

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.

Division 8 —Atlantic — David Toll, Superintendent
6001 South Kings Highway, Myrtle Beach, SC 29575-4965 (845) 489-5795 toll.david.c@gmail.com

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.

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

Division 9 held its annual meeting on December 11 at Steve Pevette's home. New elected Division officers were approved for a 2 year term:

Robin Riley - Superintendent; Rich Olson - Vice President;
Don Barnes - Secretary; Andy Chandler - Treasurer.

Also discussed was our Division hosting an invitational operating weekend in 2019, details to follow.

We are offering an Operating Session Tuesday nights on the Burnt Hills and Big Flats. See the bhbfbf.weebly.com website for announcement of future Tuesday night and Saturday afternoon operating sessions.

Division 10 — Bluff City — Steven Flowers, Superintendent
1604 Lindsey Lane, Southaven, MS 38672 (615) 308-4481 stevestrains@aol.com

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.

Steven Flowers is the new Superintendent for the Bluff City Division. This will enable Mike Fleming to focus on his duties as caregiver to his wife as well as the Memphis Railroad and Trolley Museum.

Please offer your support to both of these fellows as the Bluff City Division moves forward.

The Memphis Modular Group is having it's Bi-Annual open house on April 27. The address is AZO, 4445 Malone Rd., Memphis, TN.

Time for the event is 10 am to 4 pm on April 27, 2019

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>

Superintendent Bob Hultman reports major news events that will impact the public's notice of the Tennessee Central Railway Museum which is closely related to Cumberland Division.

RJCorman has purchased the Nashville & Eastern RR and affiliated companies (Nashville & Western RR, Transportation Services of TN & Transit Solutions Group, contract operator of Music City Star commuter train service) from Bill Drunsic of Manchester VT. Corman management has a very favorable view of TC Ry Museum & its excursion train program. TCRM does not expect any significant changes in that regard.

Nashville Steam Preservation Society has moved NC^StL Ry locomotive 576 (ALCO 4-8-4, 1942) out of Centennial Park onto Nashville & Western RR track under I-40/I-65 overpasses just north of the Marathon Motor Works. complex

The locomotive will be coming to TCRM's open-air shed portion of the shop building for the start of more restoration work. RJ Corman is supportive of NSPS's efforts as was Bill Drunsic.

The City of Watertown has obtained the NC&StL Ry 110' turntable from CSX in Atlanta's Tilford Yard. The turntable is now in Water-

town; now to raise a bunch of \$\$\$ to make a home for it. The location in Watertown is the end of the line for the Nashville & Eastern excursion line where it is expected the NC&StL #576 may run one day.

It is anticipated many more visitors to TCRM attracted by 576 so more exposure of model railroading to more visitors to TCRM.



Image from Chris Compson channel on YouTube.

Division 12 — Smoky Mountain — Allen Keller, Superintendent

7410 Lebanon Church Rd., Talbot, TN 37877-8940

(423) 586-8057

allenkeller@charter.net



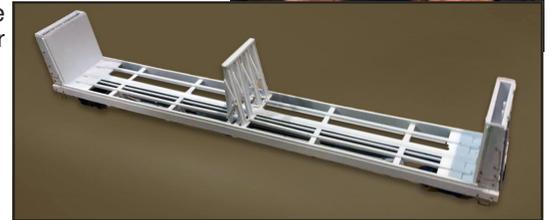
Smoky Mountain Division 12 consists of 65 NMRA members living in East Tennessee. Division activities consist of four social dinners yearly at Uncle Bucks in the Bass Pro Shop, exit 407, I-40. Officers meet for lunch almost every Thursday at a Mexican restaurant in Oak Ridge usually with 2-3 other NMRA members also in attendance. Call if you wish to join us.

Division 12 has three active clubs and three excellent hobby shops. The club layouts and several individuals host periodic operating sessions on various layouts.

Larry Burkholder introduced a new program of registering members who can mentor others. Phil Brooks summarized the new Smoky Mountain Division Facebook page. Dave Houseman was introduced as the new Smoky Mountain Division Membership Director and solicited ideas from the attendees.

Ken Johnson displayed his HO-scale, styrene scratch-built bulkhead lumber flat car during the Show-And-Tell session.

Three members of the Knoxville Area Model Railroaders (KAMR) club gave a clinic entitled: **YOUTH IN MODEL RAILROADING - THE KAMR EXPERIMENT**. KAMR encourages youth membership and expends effort in mentoring the young modelers who are the future of our hobby.



Division 13 — Cherokee — Roy Masterson, Superintendent

3502 Glendon Dr, Chattanooga, TN 37411-4114

(423) 227-0334

rwmasterson@epbfi.com



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

The Cherokee Division hosted our **3rd Boy Scout Railroad Merit Badge Program** at the Tennessee Valley Railroad Museum on **Saturday February 23, 2019**.

Cherokee Division is working hard, putting together a great 2019 SER Convention in Chattanooga, TN. The **Choo Choo City Rails SER Convention will be held May 30 - June 1, 2019**. See Convention Coverage in this issue of the SouthErneR.

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,

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

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.mcmrcom.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 — Carolina Mountain — Bill Raymond, Superintendent
3001 Hickory Nut Trail, Hendersonville, NC 28739 (828) 513-5051 trainman@morrisbb.net



Carolina Mountain Division meetings are held quarterly on the third Saturday of January, April, July & October. Locations vary. **Call (828) 696-9436** for information.

Our Annual Business Meeting was held at the Deerfield Community Center at 9:30 on Saturday, January 19, 2019. The primary focus was election of 2 officers. Robert Bell was elected Asst. Division Supt. and Richard Shook as Division Clerk. For 2019, the Board of Directors/Officers for our Division are: Bill Raymond, Supt; Robert Bell, Asst Supt; Richard Shook, Clerk; Greg Williams, Paymaster and Ken O'Brien Past Supt.

The Carolina Mountain Division had a net increase of 10 members and was one of only 5 divisions in the SER that had an increase.

Convention proceeds from last year enabled the Division to purchase



chase a new digital projector and screen.

We had our usual display of interesting items during the show and tell portion of the meeting and listened to a very interesting clinic on the Waynesville Area Railroaders (WARR).

The Division has a Facebook page created by Paul Spilman our webmaster which we believe will allow us to better communicate with our members as well other divisions, modelers and the general public. Search for “Carolina Mountain Division SER NMRA”. Photos, pictures and other information are being posted here.



We have outgrown our current meeting room and Ken O'Brien presented a status report indicating a number of potential sites have been identified. We have secured our current location through the end of 2019 and we hope to identify a new location before then.

Our next division meeting will be held at the Deerfield Community Center, 1617 Hendersonville Rd., Asheville, NC on Saturday, April 20, 2019 starting at 9:30 am.

Bill Raymond, Superintendent

Division 16 — Plateau — Tom Shallcross, Superintendent
14 Briar Court, Crossville, TN 38558-8810 931-484-7565 chipmonk4@comcast.net



The newest Division in the SER is the **Plateau Division 16**, including the Tennessee Counties of Pickett, Fentress, Cumberland, Van Buren, Bledsoe, Rhea and Meigs.

This is a new Division, and replaces the Northern District of the Headquarters Division, which is now redefined as Division 16.

This Division and its associated model railroad club have been working hard in the last few years to put on some great events not only for the public but for the Regional membership as well.

Achievement Program

The following is from the NMRA.org website and worth repeating:

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.

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 the requirements.

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:



Your Name Here!



**John Kessberger
Plateau Division 16
Golden Spike Award**



**Mark McAllister
Cherokee Division 13
Golden Spike Award**



**George N. Guill
Empire Division 06
Model RR Engineer -- Electrical**



**Peter L. Banks
Gulf Division 04
Association Volunteer**



**Albert Churella
Piedmont Division 05
Model RR Engineer -- Electrical**



**Albert Churella
Piedmont Division 05
Model RR Engineer -- Civil**



**Peter L. Banks
Gulf Division 04
Master Model Railroader # 628**



**Albert Churella
Piedmont Division 05
Master Model Railroader # 630**



Division AP Chairmen for Divisions which have them are:

Steel City Division (2)

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

Empire Division (6)

Mike Braunstein, MMR, x996tt2002@outlook.com, (931)200-6758

Piedmont Division (5) & Southeastern Region Chairman

Randall Watson, randallvwatson1@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

Plateau Division(16)

Richard Morris, rmorris52@twlakes.net (931) 864-3909

Cherokee Division (13)

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

Carolina Mountain Division (15)

Ben Bartlett, MMR, b3j2c@yahoo.com (818) 883-2799

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 provide a contact name and phone number. Websites will be listed if given.

Atlantic Division 8

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 Tom Kabele, tkabele@sc.rr.com
Grand Strand MRRC, Myrtle Beach Mall, North Myrtle Beach, SC, Joe Corsetti,
843-236-9148, yrusoslo728@aol.com, www.gsmrrc.org
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

The Memphis N-Scale Road Railers
The Memphis Society of Model Engineers—The 1st Saturday Night Group
Highland St Church of Christ, 7:30 PM contact Ned for add'l info:
nssavage@juno.com

Central Savannah R Div. 9

OFRRRA Operators, Tuesday Nights, Aiken SC, Steve Prevetie (803) 392-7684

Cumberland Division 11

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

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

Empire Division 6

Columbus [GA] Model RR Club, info@columbusarearailroadclub.com
Flint River Model RR Club, Albany, GA, Jimmy Swinn (299) 883-3517
MGMRRC - 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, wjones845@aol.com
<http://middlegeorgiarailroadassociation.com/>
South Georgia Model RR Club, Hahira, GA, (Near Valdosta)
Todd Tait (229) 548-3611

Gulf Division 4

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

Cherokee Division 13

Chattanooga Area Model Railroad Club, www.camrc.org
Ed Juaiere (423) 598-9925 raifan@ejpi.com
Chattanooga Society of Model Engineers, Dunlap, TN
<http://csme.livesteamtrains.com> Andy Morrison (423) 344-8502
Chattanooga Modular Modelers, Inc. www.chatmodmod.org
Mark McAllister 423-424-0352 Monday & Thursday at 6:30 pm

Carolina Mountain Division 15

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

Central Mississippi Model Railroad Association, Jackson, MS
MS. Ag and Forestry Museum, 1150 Lakeland Drive, Jackson MS 39216
Niels Larsen 601-432-4500 www.cmmra.org
Mississippi Coast Model RR Museum, 504 Pass Rd, Gulfport, MS 39507
228-284-5731 timetrain54@yahoo.com www.mcmrcm.org

Mid-South Division 1

Northeast Alabama Model Railroad Club, Guntersville, AL
Charles Dick (205) 878-2537 charlesdick@bellsouth.net
Redstone Model Railroad Club, Huntsville, AL <http://www.rmrrc.net/>
Coosa Valley Model RR Assoc. www.coosavalleymodelrailroad.com/

Palmetto Div. 7

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

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
Boomers, John Rieken, Saturday a.m. Ops Athens, Gwinnett, Commerce areas,
email for specific dates jrieken@windstream.net,
Chattahoochee Express Operating Group, Chris White 770-594-2618
Country RRoads Modular (HO), Morris Smith, sawdustmaker@mindspring.com, www.countryroadsmodular.com
Georgia Association of Narrow Gaugers, Pat Turner 423-744-0429
groups.yahoo.com/group/georgiangaugers, 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, Phil Stead, trainman07@aol.com, all scales,
meets weekly at a member's home
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
NWGA T-Trak Club - Jim Newland, Kennesaw GA, jim@casadiego.com
678-358-9171
Railroad Model Club of Atlanta, Bob Peppel, (770) 934-4067
S-COG Southern Crescent Operating Group
Joe Gelmini (770) 460-8873 papagel@comcast.net
Southern O Scalers, Dan Mason, 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

Plateau Division 16

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

Smoky Mountain Division 12

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/
Maryville MRRC, 1006 E. Lamar Alexander Pkwy, Maryville, TN 37804
Mark Fisher, (865) 982-8731, Mtgs. each Sat, 10 am to Noon

Steel City Division 2

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

CHOO-CHOO CITY RAILS

CHATTANOOGA, TN
SOUTHEASTERN REGION NMRA
• 2019 CONVENTION •

