



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



# The SOUTHERNER



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Summer 2020



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## The President's Car Larry Burkholder

The corona virus has thrown a real monkey wrench into our activities this year. First of all, I hope everyone is following the CDC and state guidelines and keeping yourselves safe and healthy. If you did contract the virus, I hope you have gotten thru it well.

The major impact of the virus is the "stay at home" order and all that entails. The threat and unknown outcome of all this forced us to cancel our annual convention in Cartersville. We considered postponing the convention until later this year, but the logistics were just too difficult. We certainly appreciate all the preparation that the Piedmont Division put into it and hope they will consider sponsoring another one real soon.

Whether it is the convention or our division meetings it is important to not let our impatience get the better of our judgment and start congregating too soon. A positive aspect of this situation is that many of us have been able to spend a lot more time enjoying our hobby at home.

At the NMRA Board meeting earlier this year, a major decision was

reached that most of us think will have a major impact on our membership growth. The NMRA will no longer allow any direct sponsorship of programs directed specifically towards children or other at-risk individuals.

The main impact of note is that all Scout Merit Badge programs have to be stopped. Regions and Divisions cannot participate in these programs either by themselves or as a partner with any other organization. Individual members can participate on their own or as part of a club, but they cannot identify as NMRA members.

Events such as train shows or public open houses, even where at-risk individuals might attend, can be sponsored because they are not specifically directed at at-risk groups. I guess we direct our membership attention at AARP.

To fulfill our legal obligations a second SER Board meeting will be held by video conference towards the end of June. Our obligatory Annual Meeting, which has to be held with a live audience, will be held later this year at a location to be announced. The times and dates for both of these events will be provided according to required bylaw notice. [SER](#)



On February 17, the Empire Division had a Railroading Merit Badge Class. Pictured are Bill Jones (left) and Ken Preston (right), Empire Division members and the 6 scouts who completed the program.

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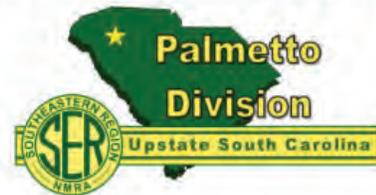
Due to limited information from several divisions, mostly caused by the pandemic, and the loss of advertising, this issue has been reduced to 24 pages. Hopefully we will return to a more normal in the near future.



## Greenville, SC June 10-13, 2021

Information at:

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# Scenic Details

*Text & photos by Alan Mole*

Last November I was very fortunate to visit the Miniature Wonderland in Hamburg, Germany, and yes, it was incredible!

After two days visiting and revisiting each section (Country), I found myself marveling at the wonderful detail especially in the newer sections like Italy and Scandinavia. The trains were great (and frequent) but the scenery and attention to detail was outstanding. I'll start by giving a few examples.



Great Scene



Help on the way



Hard to explain!



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On my return to Georgia I started to reminisce about this wonderful experience while visiting layouts close to home and realized that we have exceptional modelers in our midst that could easily be hired by Miniature Wonderland!!

Examples from Steve Austin's layout.





I was also fortunate to visit Peter Youngblood's layout and see many of his lineside details.

Below are a couple of favorites.



Yard Scene



Church on a hill

Different artistic focus!

Well I hope this short presentation of photos of scenes around railways will titillate your enthusiasm to visit many of our excellent layouts in the Region, during the Piedmont Pilgrimage, and in your divisions' get-togethers.

We have a very talented membership in our Region so if you have the time, when possible, visit their layouts and apply what you see and learn! For the most part it will keep you out of trouble!! [SER](http://www.ser-nmra.org)

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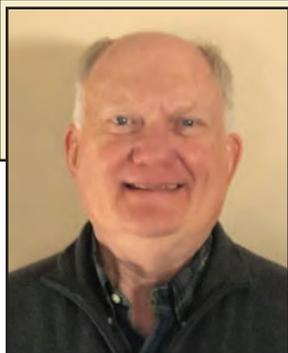
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## Education Department

Owen Maddux - Cherokee Division

I hope this issue of the Southerner finds you well and spending more time working on your layout as the SER 2020 convention has been cancelled as well as the National 2020 NMRA convention.

Using the money saved we can support our local hobby shops or our shop by mail hobby shops. I am sure a lot of work has been done on your layout and on weathering your rolling stock.

In the last issue I tried to encourage all districts to develop a support program with local Boy Scout Councils to get young people interested in our hobby through the Boy Scout Railroad Merit Badge. The NMRA Board of Directors at the winter meeting in Atlanta on March 7, 2020 voted that the NMRA divisions, regions, the NMRA itself or any NMRA affiliated entity will **NOT** be allowed to conduct or sponsor any youth, 4-H or Boy Scout activity.

The NMRA has adopted an **AT-RISK PERSONS POLICY** where “An at-risk person is a person under the age of the majority or those persons who have legal guardians.” The policy goes on to state that “The NMRA shall have no programs directed toward at-risk persons.”

The At-Risk Persons Policy goes on to state that the policy does not prohibit individual NMRA members from participating in programs or activities of other organizations directed at or with exposure to at-risk persons on their own initiative but such activity cannot be an NMRA, club, division or region activity.

Once the Corona-19 stay at home and congregation personnel limits are lifted, some members of the Cherokee Division who have an individual interest in the Boy Scouts plan to get qualified to be BSA merit badge councilors and then get the BSA and the Tennessee Valley Railroad Museum to sponsor a BSA merit badge session, probably in January or February of 2021.

There will be no NMRA signs or information about the NMRA. Perhaps other members of districts who have a strong interest in Model Railroading and an interest in scouting can find ways to individually support the Scouts' Railroading Merit Badge in other parts of the Southeastern Region. For our hobby to survive we need to encourage people to join in our hobby.

Weathering is what we have been doing a lot of since we have had to stay home. For some excellent tips on weathering go to the ScaleTrains.com web site under “time to model” and read the article by Todd Arnell titled “Aging of the Beast” where he weathers an ATSF C44-9W engine in the warbonnet scheme. Another great place to get information is from the educational page of the NMRA website. What follows is part of the information on weathering.

## Weathering your Rolling Stock by Eric Hansmann

Weathering railroad rolling stock is a subtle way of adding a bit of realism to your model trains. When you are

trackside, do you see any freight cars that are truly clean? Unless you are beside the tracks at a factory which makes freight cars, the answer is ‘no’.

All cars have some form of weathering that has accumulated on the sides, ends and underbody of the freight car. Mud, dirt, dust, rust, vegetation, spilt cargo, oils, peeling paint, garbage, faded lettering and paint, scrapes, and graffiti are all forms of weathering. I'll cover a few techniques I enjoy using on some of my models that can get you started.

In many cases, our new freight cars are a little too shiny as they come right out of the box. Just killing this plastic shine can make your rolling stock look a little more realistic. Use a spray from a can of **Testors** brand «Dullcote» (or a similar product that dulls a finish) to lightly cover the car. This can also form a base with a little more «tooth» for some of the techniques mentioned later. If you want to fade or modify some of the lettering on the car, do that first before using Dullcote, as the over spray will fix the lettering as it is. Always work in a well-ventilated area, preferably outside, when using a spray can.

To begin weathering models of rolling stock, get a few cheap cars to play with. You know, the ones that are on sale at two for a dollar, or four for ten dollars. Swap meets and garage sales can garner a few victims. While you are getting some cars ready, take a few photographs of freight cars along your local railroad, or in a nearby freight yard.

If you don't have any working rails nearby, check through some issues of **Trains**, **Railfan**, **Railpace**, or any magazine that has features on the real railroads. There are several good sources on the Internet, if you search around. Look closely for photos of rolling stock and collect a variety with different degrees and types of weathering. Use these as references for your efforts.

### Here are some other items you may need to begin weathering freight cars:

- Stiff bristled paint brushes - nothing very large and keep the hairs short.
- Tubes of acrylic paints (model paints will do, just be sure they are water based). White, Burnt Sienna, Burnt Umber, Raw Sienna, Raw Umber, and Ochre are good to start with.
- Some cardboard squares to use as paint palettes. 8” x 11”, or half that size is fine. Cereal boxes come in handy for this.
- Fine dirt from your yard. Just a small bucketful.
- A soft bristled brush, similar to a makeup brush.
  - \*\* Isopropyl alcohol \*\* Shoe leather dye or India ink.



I also do not use an airbrush for this work. This is all done by hand. Many people do use airbrushes and achieve remarkable results. But using an airbrush means doing this work under a ventilated hood or working outside. You don't want to weather your entire room, just the model at hand.

When using the alcohol, please do so with adequate ventilation. Keep the lids on those jars as much as possible. I try to stay away from more toxic solvents and cleaners because of this. Be smart and work smart.

For the rest of the article go to the NMRA Educational web site. [SER](#)

*Here are a couple of recent photos at Caney Fork & Western RR yard in McMinnville, TN, that would make interesting detailing and modeling.*

- Jars with lids.
- Small bowls for water and alcohol to clean the brushes.
- A roll of paper towels.
- A spray can of **Testors** Dullcote, or a similar dull spray finish \*\* Q-Tips \*\* Pump bottle with a fine mist nozzle.
- Toothpicks and an old toothbrush.

I'm sure you are beginning to wonder what this is all about. I weather models in layers, kind of like nature. I sometimes use only one or two layers, or I go all out with five or six layers. The nice part is that any one layer of work can be acceptable.

#### Here are my basic layers:

- Rust on metal parts.
- White (or light - could be a tan, or off-white shade) highlights on protruding parts.
- A wash of dirt and grime, of varying degrees.
- Touch up the rusted parts.
- Add some dust.
- Create water streaks.
- Double check the highlights.



# A Different Fascia Turnout Controller

Bill Orman - Cherokee Division

## Using Individual Turnout Controllers to Eliminate a Control Panel

Like many in the model railroading hobby, I was fascinated with trains as a young boy, spending many days with my granddad, visiting our local station and Union Station in Nashville, TN watching passenger and freight locomotives. I enjoyed a Lionel layout into my teens and built a 4'x8' HO layout with our children as they grew up. It wasn't until I retired that I had the time to build the larger, more complex layout I always dreamed of creating.

I knew that I wanted to build a layout designed to operate and sought the help of Lance Mindheim to complete the design stage of what I would build in HO. Originally, I only knew one other modeler and assumed my operations would include grandchildren and my friend at most. As I met more modelers and attended some OP Sessions, I quickly learned that my switching layout had more potential than originally conceived.

### The MLS&T RR

My layout design is 2' wide, except for a 4' x 17' peninsula, which is accessible on both sides. I planned to move all turnouts by hand, but as scenery, buildings and other

modifications were added, I found this would make it harder to reach certain areas. This situation was highlighted even more when hidden staging was added in a separate room. The staging required a new mainline coming on to the layout and increased the complexity of crossovers to another main line.

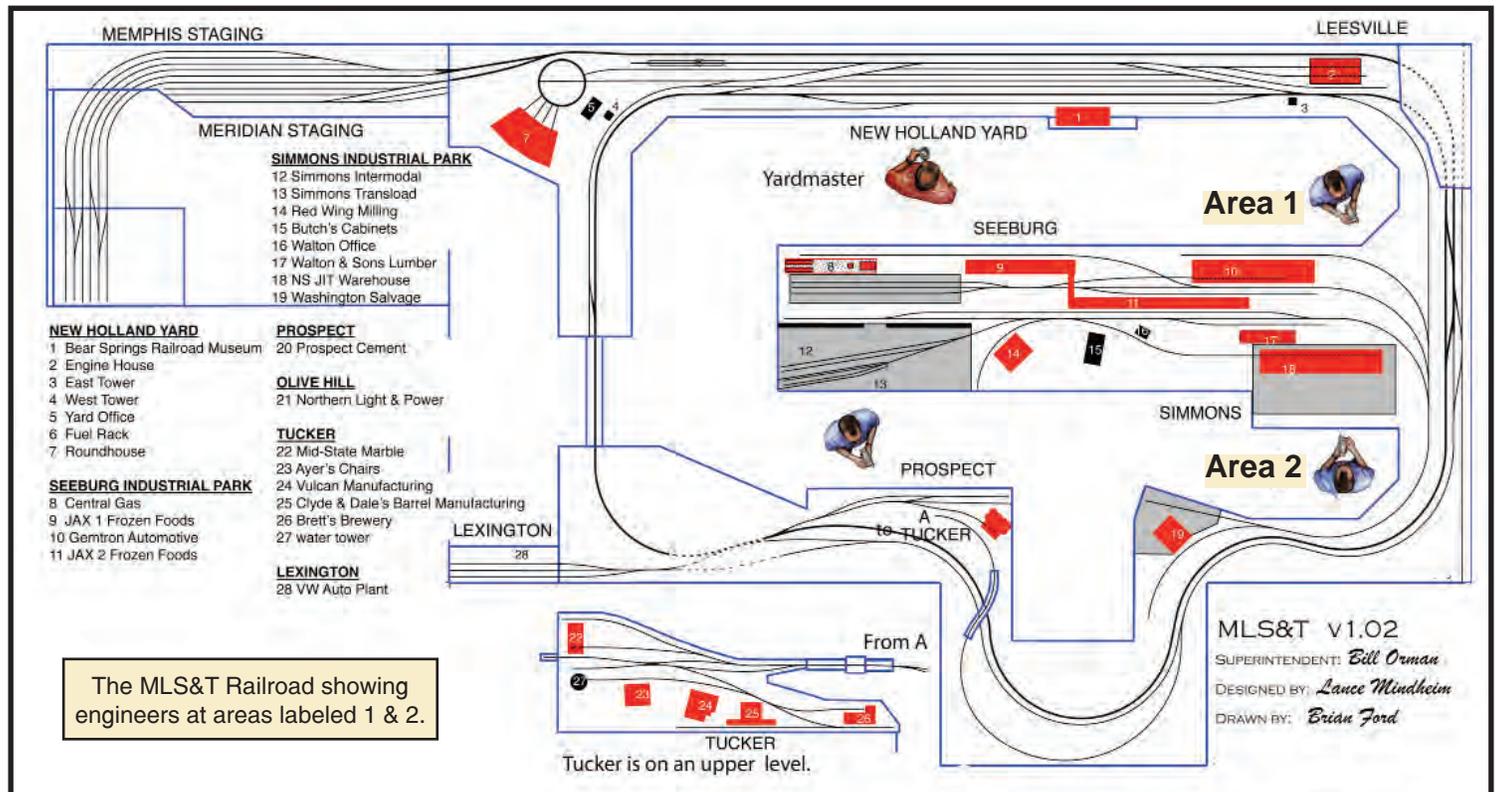
In addition, our OP Sessions revealed the 3-track entry into the industrial park on the peninsula required the engineers to help each other throw turnouts.

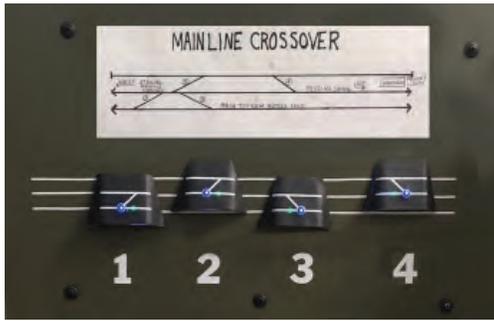
I needed to install and control Tortoise switch machines. Fortunately, I had recently seen the Eselco announcement of their IntuiSwitch in Model Railroader. I reviewed their website and learned they made control panels using the IntuiSwitch electronics. I contacted Eselco to discuss what was the best solution for my two problem areas: (a) the series of crossovers and (b) the entrance to the industrial park, allowing either operators to set the correct route for themselves from either side of the peninsula. Each area would require a different solution. I sent Eselco drawings of each area for review.

### The Crossover Controls

The Area 1 crossover contains 8 turnouts that become 4 pairs that operate together. Eselco made the suggestion not to use a panel as originally discussed, but use 4 IntuiSwitches, each to activate the paired Tortoise machines per crossover. Eselco provided images of how this had previously been done by others using 1/16" auto trim tape on the fascia to indicate the track layout. There would not be a "route button" to push, as a panel might have, but normally only 1 or 2 turnout controllers are ever pushed for a route change.

A major positive to this approach is that it is a much less expensive solution and the installation is simple.





Area 1 crossover control switches as viewed by the engineer.

There is a printed a diagram of the track plan above the IntuiSwitches to help the operators with any questions on use.

Normally, the assistant yard-master sets these turnouts as needed.

## The Peninsula Entry Controls

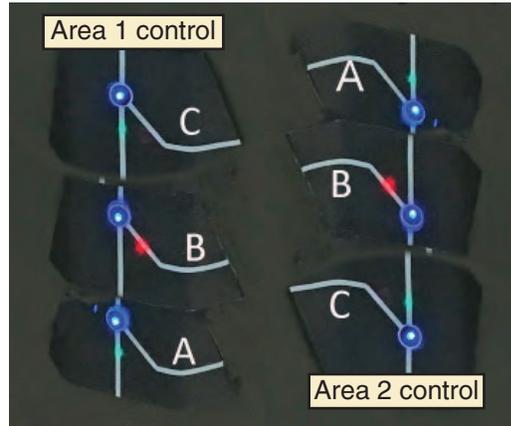
I wanted controls available on both sides of the peninsula and the use of hand throws was not amenable for the three peninsula turnouts. I decided to use the IntuiSwitch for these turnouts at Area 1 and Area 2. The first challenge was the image on the IntuiSwitch did not mirror my track layout.

The second challenge was the Intuiswitch needed to be mounted in a 90-degree angle to retain its “non-snagging” and the “enhanced viewing angle” features. The peninsula turnouts required a modification of the IntuiSwitch. The standard orientation of the IntuiSwitch’s trapezoidal pyramid shape is with the projecting lower edge down and the track image stripes horizontal.

In this arrangement the pseudo tracks of the IntuiSwitch does not match the vertical track pattern viewed by the operator. The visual intuition guiding the switch selection is absent. Nor does mounting a standard pattern IntuiSwitch with the track image vertical match the visual track arrangement of the layout’s peninsula.

Eselco would not be satisfied until they had designed the “trapezoid” shaped controller to mount in the upright position as the others and have the switch face to properly match the track arrangement - a product they had not made previously. Eselco made two sets of 3 (vertical) custom faced IntuiSwitches to mimic the track pattern.

Because there was to be control from both sides of the peninsula (see diagram of areas designated 1 and 2 on the left page of *MLS&T RR's track plan*), each operator should have the same “intuitive” image of the controlling switch’s pattern and the track pattern.



Engineers views of peninsula turnout controls

The three turnouts entering the peninsula have a vertical appearance to the operator.

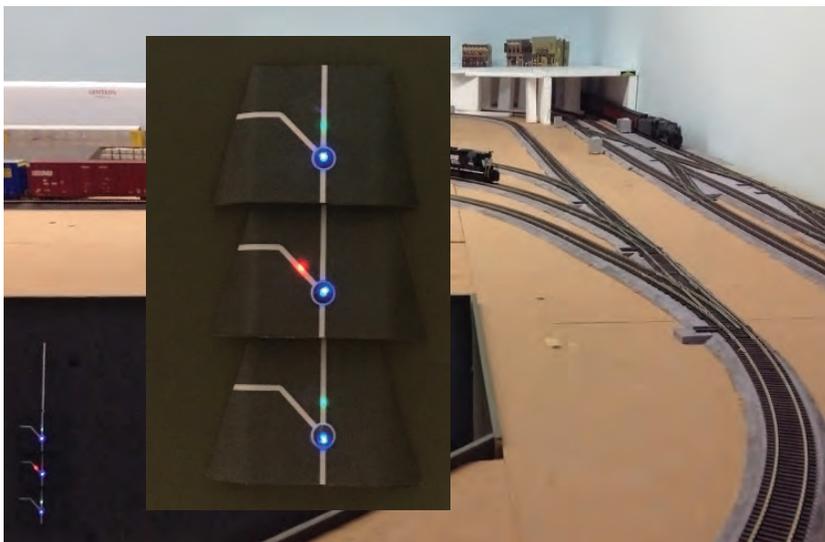
The bottom IntuiSwitch controls the turnout closest to the operator and the top IntuiSwitch controls the turnout farthest from the operator. Therefore,

the top IntuiSwitch on one side is connected or paired to the bottom one on the other side, only the two middle IntuiSwitches are connected to each other. Each paired IntuiSwitch indicates the true turnout routing.

I plan to install more IntuiSwitches on the peninsula. All of these will be placed in line with the turnout with tape indicating their track position as the photo of the crossover shows, thusly eliminating all “reaching over” situations.

I have two additional IntuiSwitches installed in Tucker, one for the entry to Tucker and the other for a helper engine located in a hard to reach area. Also, an additional one is used at the entry to hidden staging.

My experience with Eselco has been exceptional - they have always gone the extra mile. Their products are reasonably priced, easy to install and they really do work intuitively! If you are looking for a controller for your switch machines, the IntuiSwitch is a product you should highly consider. [SER](#)



Enlarged photo of Area 2 showing crossover tracks (upper far right) and peninsula turnouts with IntuiSwitches turnout switches in Area 2 controls on the fascia at the lower left edge of the photo.





## MID-SOUTH



### Division 1 - Mid South Jim Norris ~ [jnorris2@charter.net](mailto: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 45 members spread throughout the Division, with most of the members living in the Huntsville/Decatur area.

Website: [www.midsouthnmra.org](http://www.midsouthnmra.org).

The division meets the first Saturday of each month at the Decatur Union Depot, 701 Railroad St, Decatur, AL. The meetings begin at 9:30A.M. We usually have a short business meeting followed by a clinic of general interest to the membership and an operating session at the Decatur Union Depot. [SER](#)

With the COVID-19 situation, there is not much to report of a recent nature. However, Gulf Division 4 did hold a mini meet on Saturday, March 14 in Mobile, Alabama in conjunction with the South Western Alabama Railroad Modelers (SWARM) train show.



### Division 4 - Gulf Reed Ostrander ~ [drostrander@bellsouth.net](mailto:drostrander@bellsouth.net)

Unfortunately, the date was right at the start of the home confinement and meet attendance was only 2 of the original 12 who signed up. Originally included was an afternoon field trip to the MAERSK pier on Mobile bay but was cancelled earlier in the week due to both the COVID-19 problem and a complete lack of business due to China's shutdown. The COVID -19 pandemic really had and continues to have a world-wide impact that put our plans down the drain.

We did go ahead and present the four morning clinics to the 2 attendees and each other. One clinic discussed the various railroads that serve Mobile and the best places to do some train watching.

This info may be a basis for a future mini meet organized around just such train watching. Might also note that the SWARM train show was cut a bit short on the following Sunday due to lack of attendance. The other clinics covered weathering and a new and lightweight method of building modules for the smaller scales.

So where are we now? I say this is a great time to get some model training done. Home confinement is perfect for selecting some languishing projects that need finishing. So, let's do it! I have some cars that need assembling and weathering so that's my plan and I'm actually doing it (brag).

One more thing, take a couple of minutes and let me know what you would like to see in a subject for a Division 4 mini meet and when best to hold it. E-mail me at [drostrander@bellsouth.net](mailto:drostrander@bellsouth.net). I will strive to get it done if you inform me of your thoughts on the subject.

As to the future, here are some upcoming events for late summer and fall (probably). In September don't miss the big Dothan, Alabama train show. Also, in September, a small one-day Railroad Days show in Flomaton, Alabama (on US 29 at the Florida line) will host the Pensacola Model Railroad Club (PMRC) HO layout. There will also be antique cars on display with local purveyors of crafts and food.

During the last two weeks of October, the Interstate Fair in Pensacola, Florida (intersection of Mobile Highway and Pine Forest Road) will have three to four of the PMRC layouts on display (HO, N and Z scales) for 2 weeks. These are max-sized to suitcase sized layouts and should be seen. The fair will also have a plethora of rides for all ages and lots to eat and drink. The last event will be the Pensacola Train Fest on the first weekend of December (also on the Interstate Fairgrounds) and will have a bit of a holiday feel. See you there. [SER](#)

Peninsula Model Railroad Club HO Division setting up at 2020 Swarm train show in Mobile.



Peninsula Model Railroad Club HO Division setting up at 2020 Swarm train show in Mobile.



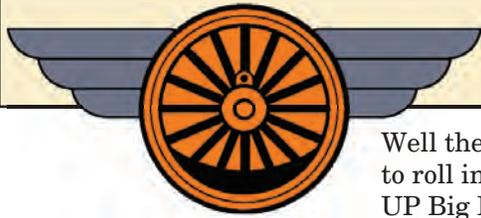
N&W Pocahontas on the run, SWARM show 2920.

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## Division 5 - Piedmont

Walt Liles ~ [wiles.crrman@gmail.com](mailto:wiles.crrman@gmail.com)



Well the division was ready to roll into March like a UP Big Boy coming down

the tracks. March 10, we had our monthly meeting. Thank you to Harvey George (*right*) for being the clinician that night. He did a clinic on *Tips for a Realistic Freight Train*.

Lots of prep was being done to get ready for our annual The Model Train Show. That same week things changed rapidly here in Atlanta. We sadly had to



Gary Fish

a virtual clinic on “Detailing Diesel Locomotives” a practical approach.

Sally Bando, our Director of Operations, had an open house planned on April 26, the Bigfish & Chattahoochee RR, in Marietta. A HO 11’x16’ multilevel railroad built by Gary Fish. We videoed his railroad and posted several short videos about his line on Facebook.

Again, we went virtual with our May 12 meeting. We had our BOD meeting online and then we had our general meeting at 7pm. Our technical folks helped Charlie Crawford, MMR present a clinic on The Railway Mail Service. How the mail traveled the rails for over a hundred years and helped build the United States.



Switching on Gary's railroad.

We have another virtual open house planned for Saturday May 23 of the UC&W of Perry Lamb's. We plan to post on Facebook and our YouTube channel. We decided early to cancel our physical meeting in June because we were not sure where our city would be with COVID-19 situation. We do have a virtual clinic planned on June 9 with John Bost. John will be presenting “An Exercise in Scratch building with Styrene.” Should be a good one.

We plan to resume our meeting in July with our Pizza and Swap meet night. There will be no BOD meeting. Just hopefully a fun evening and begin to socialize again with our friends and guest.

The cancelling of the March Train Show has had a huge impact financially on our division. We will be looking at our budget and rethinking our future and where we go forward.

We were disappointed in having to cancel the SER Convention planned in Cartersville as well. We have worked hard to have ready but felt it would be risky to juggle and have ready for June. No doubt we made the right decision.

Hope everyone stays well and take care for now. SER

Ben Bartlett at Ashville, NC show



cancel our show on the Friday we were to be setting up. Things just went downhill quickly in our communities because of the COVID-19. Did not think that March would be our last meeting for meeting in person for a while.

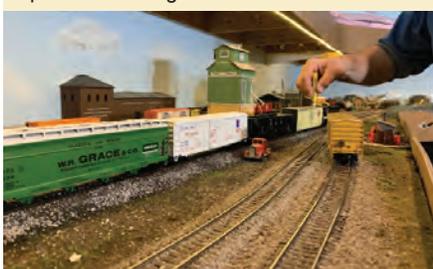
Special thanks to the Gelmini family who were ready to pull off the show. They are troopers and just want to say Thank You to them and the committee for doing their very best to try to make a show happen in 2020.

Now that the pandemic has had everyone at home, we had to adjust to figure out ways to do things without losing interest from our membership. We had a Layout Open House planned with 3 railroads on Sunday March 29. We could not have people visit homes or gather so we went virtual. Sally Bando posted photos and videos from their Grand Western Mining Company RR on Facebook and I went to Russ Bundy's Cedar Creek RR and posted on Facebook live streaming from his outdoor railroad.

Chris Haon streamed live on Facebook from the LP & CL RR a G-scale outdoor railroad. It was a beautiful spring day and we had fun. We had a couple thousand views see all the videos on Facebook.

Change!! That's what we ran with for our meeting. We had to change to a virtual meeting. We went with WebEx with guidance from Gordy Robinson (NMRA). Perry Lamb and Bob Kelshaw grabbed the throttle and we got our first BOD meeting online ready and then had our general membership meeting at 7 pm on April 14. We had a few hick ups, but it went really well. Perry presented

Operation On Bigfish & Chattahoochee RR



# Palmetto Division



**Division 7 - Palmetto**  
**Ken Majchzak ~ kemajchrzak@gmail.com**

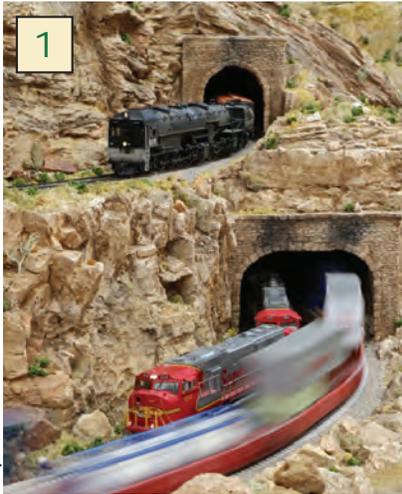
This has been a very trying Spring for everyone and the Palmetto Division of the NMRA hopes that every model railroader is well. The onset of the pandemic found the Palmetto Division prepared to hold our March 14 Spring Division meeting. We decided to move ahead with the meeting knowing that we probably would not have the normal attendance. It turned out we had good attendance which resulted in a successful meeting for all.



President Ken discussing bylaws prior to voting.

Clinics were presented by Bruce Gathman on “How to Take Better Model Railroad Photographs” (*photo 1*) and Chuck Jenkins on “Making Trees.”

We had our “Popular Model” contest and “Tips and Techniques” contest with many great entries from our members. Bylaw amendments clarifying the yearly financial audit procedure and Division meeting entry fee requirements were discussed, voted on and approved by the membership.

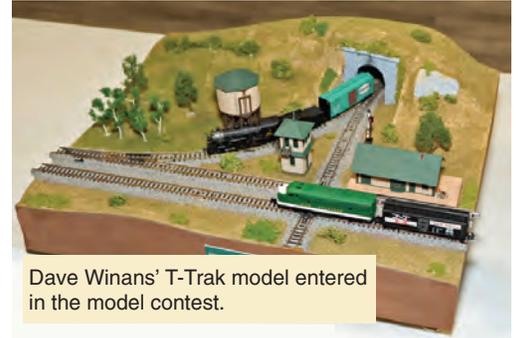


Amendments will be kept in a Policy Book and posted on our Division’s website. Also presented to the membership for consideration was adding model railroad photographs to our Division meeting contests.

With the NMRA’s position on youth programs, the HO T-Trak modules that we had built to use in our *Kids & Trains* program became excess baggage. The concept of using these modules as part of a new HO T-Trak group

was presented for consideration by the membership. A final decision on this will be made at our Fall Division meeting.

The afternoon’s activities were two layout open houses. The Flint River S scale and On3 Big Sandy layouts of Chris Elliot and the N scale Waccamaw Coast Line layout of Steve Todd were enjoyed by the membership.



Dave Winans’ T-Trak model entered in the model contest.

Despite the “Stay in Place” order in South Carolina, the 2021 Swamp Rabbit Express Convention team continued working on the convention plans via teleconferencing. We are still on track for a great convention for all to enjoy in 2021.

Unfortunately, with problems presented by this pandemic we had to postpone the planned Division meeting to be held in Columbia this spring. When the dust settles on this situation, we will look at rescheduling the meeting later in the year.



Marv Havens discusses rolling stock weights using the NMRA Recommended Practices during the Tips and Techniques session.



Steve Todd displays his certificate for having his layout open for the afternoon tours.

To keep our membership engaged in model railroading during this period, Steve Todd came up with the idea of holding on-line mini clinics on Zoom. The first clinic on “Introduction to JMRI Panel Pro” was held and was a success with 17 Division members attending. **SER**

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

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## Modular Model Railroad is **For Sale !**

Initially conceived in March of 2015, the layout is the combined effort of ten NMRA Piedmont Division members, a 100% club. The layout has been exhibited in over 22 events throughout the Southeastern USA. With HO 1:87 FreeMo single-track conformance and over 200' of mainline, this layout can be assembled in hundreds of configurations. Ideal for a club or large home space.



Total number of modules (including member and community) 28, community modules 11, member modules 17. Digital Command Control by Digitrax, including Wireless throttle interfaces: Digitrax simplex (UR91) and duplex (UR92) radios. Includes DCC Specialties PSX-1 (Qty 2) and PSX-AR (Qty 2). Automatic turnout control (Tortoise / Hare) on two turnouts (loop modules), manual turnout control on the remaining turnouts. Includes all interconnection wiring, lighting, and lighting storage cabinet. The sale does not include: Throttles, locomotives and rolling stock, tools, extension cords, stools, chairs and four structures by Steve Austin placed on modules loosely during display.



More photos, video and much more about the layout at: [www.CRR-Modular.com](http://www.CRR-Modular.com)

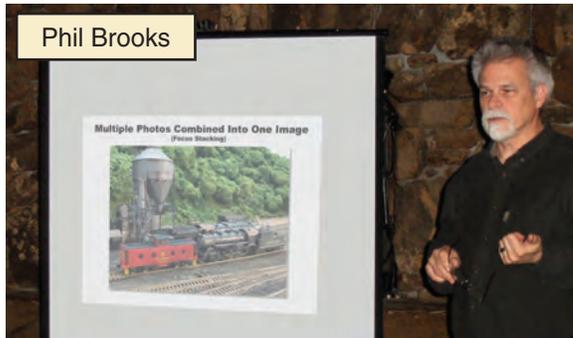
Contact: Morris Smith [heisler299@gmail.com](mailto:heisler299@gmail.com)



## Division 12 - Smoky Mountain

Allen Keller ~ [allenkeller@charter.net](mailto:allenkeller@charter.net)

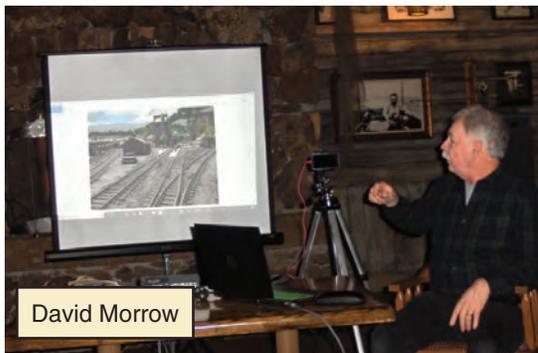
The Smoky Mountain Division began the year pretty much like every other year. Our January event featured Jim Grosen, from the Knoxville club, talking about using an Arduino to operate a crossing signal.



Then in March we had 2 clinics on photography. Phil Brooks, a professional graphic artist, explained how he uses

Photoshop to get all elements of a picture in focus. This software might be too expensive for amateurs so David Morrow explained the use of free software from the internet to do much of the same work.

Although there is a difference in the capabilities of the two. You get what you pay for, I guess.



As things progressed, we had to cancel our May event because of the virus and we learned that our restaurant meeting place for over 10 years at the Bass Pro Shop would not re-open after the statewide shut-down. So, our division is now in the process of looking for a new home. We hope to be up and running again for our July event.

In the meantime, we learned that one of our regular members, Allan Gartner, would be a columnist for *Model Railroader*. Allan started the first website for information on DCC in the Fall of 1995 - [www.Wiring-ForDCC.com](http://www.Wiring-ForDCC.com).

Here is Allan in his own words....

I was approached by the current columnist, Larry Puckett. I've known Larry from almost the beginning. Based on my ex-

perience of writing about DCC for over 24 years, he thought I might be interested and would be a good choice.

He passed on my interest to *Model Railroader* where my DCC reputation had preceded me. I don't know how much debate there was at Kalmbach, but when I was contacted the next day, they were glad that I was interested and the job was mine if I wanted it.

Before I said yes, I needed to be sure we had agreement on the use of my writing for both *Model Railroader* and my website. I think writing for *Model Railroader* should not only benefit the readers of the magazine, but also readers of my website.

It is a little funny that I am writing for a magazine at all. I'm an electrical engineer and true to the reputation of many engineers, writing has never been my strength. All my English teachers would probably be amazed where I am today. Fortunately, technical writing is very different than the typical essay.

Technical writing builds on my early experience as a computer programmer where you have to properly sequence steps to get a desired result.

During my engineering career, I have had to write technical procedures for non-engineers to do something. Doing a good job at this meant they wouldn't have wake me in the middle of the night to ask me a question.



Allan Gartner once worked as an engineer for the Nevada Northern Railway.

I have always been interested in electronics and its use in model trains particularly sound. But early sound systems for model trains still had a way to go.

Early command control systems were interesting but were limited in capability and expensive to me at the time. When organizations set standards, they can mean good things for a large user base.

I was hoping the NMRA DCC standard would do the same for model railroading command control. It started out well and did eventually snowball into command control for the masses. And yes, with the advances of micro computing and digital signal processing, we finally had great sound systems for model trains!

My initial exposure to DCC ended up in defining my future. I was in a club with a layout that was started in the '50s. It has hidden wiring issues that DCC made painfully evident. They were frustrated and contemplated sending everything back.

I showed up in the middle of the chaos. I took the manuals home and came back with ideas and taillight bulbs to use as current limiters. I didn't invent the use of light bulbs as current limiters. I just determined that the 1156 taillight bulb was the optimum choice for DCC.

We solved all the problems and got the layout up and running. Among other things, we had trouble with turnouts. Eventually this led to me creating the concept of a "DCC friendly" turnout.

The Internet was fairly new at the time and showing promise. So, from the beginning, I recognized that any question one person would ask me would likely benefit others as well.

So, to avoid having to repeat myself over and over, I would put the answers in a web page. After I had about twenty written pages, I announced my website on chat groups.

The wiring topic hit a nerve causing the popularity of the website to explode almost overnight. Questions flooded in and were coming at me faster than I could answer them all. So, the question and answer forum was created. Today, the website is about 600 printed pages in size.

As a former staffer at *Model Railroader* I can attest that working with the magazine will be one of the highlights of his life in model railroading. Good luck to Allan Gartner in his new venture. [SER](#)

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## Division 15 - Carolina Mountain

Bill Raymond - [trainman@morrisbb.net](mailto:trainman@morrisbb.net)

Our January meeting, held on the 18<sup>th</sup>, is also our annual business meeting and is when

we hold our annual elections for the board of directors. We have four directors and stagger their two year terms to ensure continuity. This year the positions of Superintendent and Paymaster were up for election. The nomination period for these positions was open through December 18, 2019 and since no candidates (other than the incumbents) expressed an interest in running for these positions, Bill Raymond was reelected as Superintendent and Greg Williams was reelected as Paymaster. Hopefully, the lack of candidates is an indication that the membership is satisfied with how the division is being run.

In conjunction with the Palmetto division, we are attempting to “cross pollinate” our division’s meetings, methods and procedures to hopefully make both divisions better. This process started with Geoff Duncan, Palmetto Division Treasurer, attending our January meeting and providing his BOD with a report of his observations. Hopefully, there is something that our division does that they can use/ implement and of course vice versa. It is hoped at some point we may also be able find ways to co-sponsor activities.

Prior to the pandemic, many of our members were attending the various train shows in the area, such as the Model Train Expo and the Model Train Show in Fletcher. Also many of our members are operators and attended the operating sessions held by various individuals in the area. All of this came to a screeching halt in mid March with the spread of the coronavirus and the governor issuing a stay at home order. This eventually resulted in the decision to cancel our scheduled division meeting in April and of

course as we all know now, the cancellation of both the SER Convention and NMRA National Convention.

The silver lining of the pandemic for many of our members has been the ability to devote a significant amount of their “quarantine” time to their backlog of model railroading projects. A few have started layouts, others have built structures or car kits, and many have taken the time to spruce up their layouts or fix nagging issues. We also have a few of our members who are involved in the NMRA Achievement Program. One of our members, Bill Raymond completed his final required certificate, “Cars,” in late January and was awarded Master Model Railroader #652 in late February. Bill becomes the 36<sup>th</sup> MMR in the Southeastern Region and the 2<sup>nd</sup> in the Carolina Mountain Division.



Our next Division Meeting is scheduled for Saturday July 18<sup>th</sup>, starting at 9:30 at our new location in the Mills River Restaurant located at 4467 Boylston Hwy., Mills River. It is still uncertain whether we will be able to hold the meeting as planned. If not we may try using Zoom to hold it remotely. [SER](#)



## Division 16 - Plateau

Tom Shallcross ~ [chipmonk4@comcast.net](mailto:chipmonk4@comcast.net)

Our “World Has Changed” and some of these unwelcome changes may be here for months. The one thing which will not change is the Board is committed to keeping every member safe

and healthy.

The Board on April 27 evaluated our situation and addressed questions we need answers to. We will continue to monitor the situation and keep everyone up to speed as soon as we know what to do. What we can all do is use common sense in this uncertain world.

Here is a list of what was approved by the Board: Suite to open to members only on May 1. No personnel guests and do not open the front door for anyone. We remain closed to the public until at least June, but that date remains flexible. We will remain self-distancing and encourage members to wear a mask, but that is your option. One

thing that is not an option is you need to sanitize anything you touch when in the suite. We have an extremely limited supply of sanitizers, so each member needs to bring their own and is responsible to sanitize your work and any common areas you touched.

If you are sick, please stay home! In fact, the order to stay home is still in force, so non-essential travel is still being advised. Not sure if or when Subway will open so if you will be in the suite for a prolonged time, it is advisable to bring your lunch from home. The common restroom is a place you need to avoid if possible.

The kid’s stickers, the Thomas candy jar and all ‘counter items’ will be removed from service at this time. It is also under consideration that when we open to the public, our open days likely will be limited, and we will minimize the staffing needed per shift. That will be determined at a future date. [SER](#)

# Achievement Program

New Awards in our Southeastern Region this Quarter

## Mid South - Division 1

**Jim Norris**

Association Volunteer Certificate



## Piedmont - Division 5

**David M. Rever**

Master Builder  
Structures Certificate



## Cherokee - Division 13

**Brian Ford**

Association Volunteer Certificate



**John Lanese**

Association Volunteer Certificate



**Mark McAllister**

Association Official Certificate



## Division AP Chairmen for Divisions which have them

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Greg Scharfetter; [gasharfetter@bellsouth.net](mailto:gasharfetter@bellsouth.net); 901-219-4219

Carolina Mountain (15)  
Ben Bartlett, MMR; [b3j2c@yahoo.com](mailto:b3j2c@yahoo.com); 818-883-2799

Cherokee (13)  
Dale Bryant; [livewire@fbright.com](mailto:livewire@fbright.com); 423-991-5243

Cumberland (11)  
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Gulf (4)  
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Magnolia (14)  
Troy Hight; [trhg6@aol.com](mailto:trhg6@aol.com); 601-416-7617

Mid South (1)  
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Palmetto (7)  
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Piedmont (5)  
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Plateau (16)  
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Smokey Mountain (12)  
Larry Burkholder, [labtexan@chartertn.net](mailto:labtexan@chartertn.net); 865-408-9903

Steel City (2)  
Tom Schultz; [svrr@charter.net](mailto:svrr@charter.net); 205-879-3603



The Southeastern Region of the NMRA is proud to announce the availability of a limited number of Accurail HO scale 47' ACFX 4650 cu. ft. covered hopper kits custom made for the SER and lettered for ENGELHARD.

The car, offered in one road number is injection molded plastic featuring plastic wheelsets, Accumate Couplers, Kadee compatible, and separate brake detail. Kit includes detailed step by step directions for quick assembly.

Orders of two or more cars include a free easy-to-install replacement Decal Set of TWELVE (12) different numbers plus END numbers. **This is a \$4.00 value -- FREE.**

Cars are **NOW AVAILABLE at \$19.95 each**, plus shipping of \$6.96 for one car. Add \$1.00 shipping for each additional car.

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Suwanee GA 30024

Please support your Region and order one or more cars. For additional information contact Region Car Chairman Randall Watson at: [randallvwatson1@bellsouth.net](mailto:randallvwatson1@bellsouth.net).

# The Business of Railroading

by Tom Schultz  
Steel City Division 2

## The response of the railroad industry to Covid-19

As the Coronavirus disease threatens the nation, train whistles can still be heard from coast-to-coast as freight railroads deliver for America. The American Association of Railroads has published the following paraphrased for use here.

Trains have been a pillar of resiliency throughout the nation's history as goods are moved. Trains are delivering critical medical supplies needed to protect lives and defeat the virus. The nation's 140,000 mile freight rail network is a study in resiliency, capable of hauling raw materials and finished goods long distances, especially critical in times of crisis. Nearly 200 years of experience combined with a culture that prioritizes safety and preparedness every day. America's freight railroads continue to operate during this unprecedented time.

One example is Dow Chemical which produces chemicals that are used to make disinfectants and personal protective equipment essential to the global fight against the novel coronavirus. Union Pacific hauls these chemicals safely to their manufacturing home.

Railroads and their employees have prepared for almost any scenario and it is this constant vigilance that allows freight railroads to serve during this pandemic. Freight rail companies have preparedness and response teams that work constantly to keep the network secure and are drawing on what they learned from past crisis including other health crisis like H1N1. Freight rail companies have long maintained and regularly update their pandemic response plans that are today the backbone of the industry's response to Covid-19. Even these have been adapted to meet the pandemic's unique challenges.

A major focus has been on employee safety. Railroads have adopted procedures, in accordance with CDC guidance, to protect employees during the pandemic. Those able to work from home are doing so, and some companies are even developing new technology to enable employees to better maintain social distancing. BNSF, for example, is using iPads to remotely complete tasks that normally are done via communal computers in terminals.

Some essential tasks, such as loading and unloading rail cars and performing maintenance cannot be done remotely, so freight rail companies are working with their medical staffs to reduce the risks front-line workers face. Every Class I railroad is taking steps to more frequently and thoroughly clean their facilities and locomotives. Railroads are also spreading employees across more buildings than usual and staggering shift times so fewer people must share common spaces.

Railroads are also helping supply PPE. Norfolk Southern sourced and its safety and environmental teams joined forces to procure 135,000 masks for employees. And now they are working with an Atlanta-based seamstress, who is turning company t-shirts into reusable masks.

Railroads are responding to the crisis and supporting Americans everywhere in doing so – no matter how long the virus lasts.

## **Railroad Performance During Covid-19**

The COVID-19 crisis is clearly wreaking havoc on rail freight demand in the second quarter, according to AAR data. North American intermodal volume over the past three weeks is down 18 percent compared with the same period a year ago, with Union Pacific Railroad, Kansas City Southern Railway, and Norfolk Southern Railway volumes dropping between 20 to 25 percent, marking the worst April for North America intermodal volume since the global economic crisis almost a dozen years ago.

CSX has looked back to 2008-09 to gauge what it's like when 20 percent of the railroad's business [across all commodity groups] goes away in two weeks. In the last three weeks, CSX's intermodal volume has fallen 14 percent versus the same period in 2019 and 21 percent versus 2018, according to AAR.

The CEO of Union Pacific said he anticipates volume across all commodity groups will plunge 25 percent year over year in the second quarter. He opined that the Covid-19 recession would be sharp and deep and last a while.

Similarly, the CEO of the Canadian Pacific warned that the second quarter would be down in a major way, although he did not make a volume forecast. CP's volume over the last three weeks was down 8.8% versus the same period last year. He predicted that volumes would be a little stronger in quarter three and better in quarter four and probably the first quarter of 2021 before volume normalizes.

Given the unknowns, CSX, UP, and CP focused remarks during their recent first quarter earnings calls on controlling costs and service to prepare for a recovery.

## **Slashing Costs to Match Volumes**

CSX said it has stored 400 locomotives and reduced the number of trains loaded and sent out - i.e: "train starts" - by 23 percent since the end of March to counteract a 25 percent volume decline forecast in the second quarter across all groups.

Those are decisions that impact all business lines, not only intermodal customers who might wait a day longer to have their container leave from its origin.

The UP has also idled many locomotives, without providing a number. But they've been stored in a way that the units can be returned to service within hours if there is a sudden surge in volume — intermodal or otherwise. Crews are also ready to go on short notice and have not been furloughed.

With fewer loads to haul, intermodal service has been much better this year than during the 2018 capacity crunch, when shippers were frustrated by unreliable performance.

Intermodal train speeds reported to AAR are up for all seven North American Class I railroads compared with 2019. KCS has seen intermodal train speeds, which averaged as low as 12.8 miles per hour (mph) in 2018, improved two consecutive years to a 2020 average of 16.7 mph. CSX has also had back-to-back years of improvement, going from 24.8 mph in 2018 to 28.3 mph this year to date. Union Pacific saw an 8.3 percent improvement in intermodal train speeds, from 29.7 mph in the first 16 weeks of 2019 to 32.1 mph this year.

While only a few miles per hour might seem insignificant, it does add up on longer hauls. For example, on a 2,000-mile haul such as Los Angeles to Chicago, those higher train speeds can shave up to 12 hours off a journey and tighten the difference in transit times compared with trucks. If yard operations can also be maximized, providing additional transparency and speed from train to container availability for pickup, then cargo owners may shed some old stigmas of intermodal as slow and inconsistent.

### **Stay Safe**

I work in the hospital industry. The company I work for owns hospital real estate on three continents including North American, Europe and Australia. In all these markets, the Covid-19 story is relatively the same. Until we have a vaccine, it is dangerous to engage in normal life. Many model railroaders are over 65 and in the highest risk category. My physician has told me to stay home; work from home and venture outside to exercise but avoid most other situations. Practice social distancing and wear a mask. So please heed this advice and be safe. This may be

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**Contact Membership Chair Rick Coble**

**[rvcoblenmra@gmail.com](mailto:rvcoblenmra@gmail.com)**

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SER & NMRA mailing lists.**

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the National and Regional NMRA**



the greatest opportunity (and excuse) we will ever have to model. So please take advantage of it! Be safe and enjoy the hobby! **SER**

## **NMRA National Convention in Birmingham UK Cancelled**

*Statement from the Birmingham 2022 Convention Committee*



It is with a heavy heart that we advise that we can no longer run the NMRA National Convention in Birmingham UK in 2022.

Birmingham City bid successfully to host the Commonwealth Games (similar in scope to the Olympics but for British

Commonwealth nations only) in the Summer of 2022 after Durban, South Africa withdrew as host city. This occurred sometime after our own bid to host the NMRA National Convention was successful. As a consequence of that we moved our dates back two weeks to accommodate.

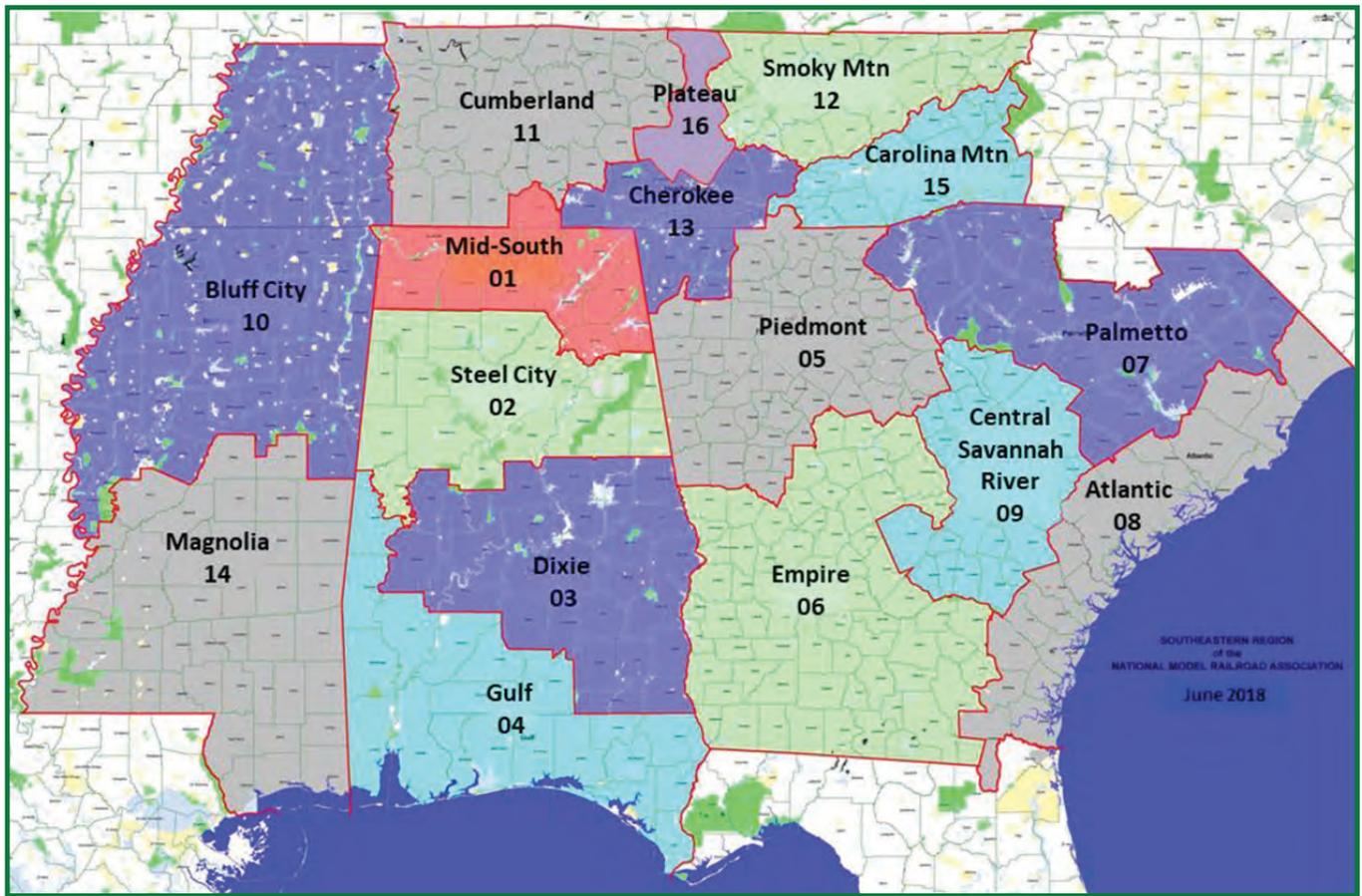
Now, as a consequence of the Olympic Games being postponed one year into 2021 due to COVID-19, and the World Athletics Games in Eugene Oregon being postponed one year to the early Summer of 2022, along with the European Athletics Championships in Germany, the Commonwealth Games are now beginning to hold venues and accommodation across the beginning of our convention

week. It is possible that the Commonwealth Games dates might change officially. This of itself will put a strain on booking accommodation and meeting rooms. and will likely impact the prices to be charged.

Furthermore, our train show location, which is scheduled to play host to a number of indoor sports during the Commonwealth Games, has now confirmed that they cannot guarantee that the venue will be back in a useable condition following the Games, in time for the Convention to run at all in the summer. The National Convention needs to be in the Summer for a number of reasons ranging from availability of accommodation in a city location, to traffic conditions and heritage railways timetables which are geared to the holiday periods.

There is also the added concern that travel, particularly international air travel, and hotel availability might not have returned to its pre-COVID-19 levels putting extra strain on our planning.

We apologise to all those who we know were either looking forward to participating as exhibitors or convention attendees and who were planning trips to the UK around the Convention. **SER**



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- Webmaster Asst.:** Steve Pevette, 803-594-5079; [pevettejs@gmail.com](mailto:pevettejs@gmail.com)  
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- Exec. Advisor:** Alan Mole, 770-315-7244; [alanmole@bellsouth.net](mailto:alanmole@bellsouth.net)  
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9729 Wallwood Dr SE, Huntsville AL 35803-1763
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- Director (2022):** Roy Masterson, 423-227-0334; [rwmasterson@epbf.com](mailto:rwmasterson@epbf.com)  
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- Director (2022):** Paul V. Voelker, 770-530-0966; [voelkerpv@msn.com](mailto:voelkerpv@msn.com)  
6438 Paradise Point Rd, Flowery Branch GA 30542-3143

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- 1 Mid-South** Jim Norris; 256-584-6527; [jnorris2@charter.net](mailto:jnorris2@charter.net)  
2308 Jade Pointe Dr SE, Decatur AL 35603-5230
- 2 Steel City** Whit Fancher; 205-746-0007; [crownlandscapeservices@gmail.com](mailto:crownlandscapeservices@gmail.com)  
100 Bridge Dr, Vestavia AL 35242-2826
- 3 Dixie** Brett Scott; 334-799-3096; [davidbrettscott@gmail.com](mailto:davidbrettscott@gmail.com)  
803 Durden Rd, Prattville AL 36067-1534
- 4 Gulf** Reed Ostrander; 850-830-6331; [drostrander@bellsouth.net](mailto:drostrander@bellsouth.net)  
7622 N Shores Dr, Navarre FL 32566-8411
- 5 Piedmont** Walt Liles; 678-896-6311; [wiles.crrman@gmail.com](mailto:wiles.crrman@gmail.com)  
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- 6 Empire** William Attaway; 478-954-9200; [attawayw@mac.com](mailto:attawayw@mac.com)  
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- 7 Palmetto** Ken Majchzak; 864-335-9096; [kemajchszak@gmail.com](mailto:kemajchszak@gmail.com)  
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- 8 Atlantic** David Toll; 845-489-5795; [toll.david.c@gmail.com](mailto:toll.david.c@gmail.com)  
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- 9 Central Savannah River** Robin Riley; 803-226-9536; [robinriley@gmail.com](mailto:robinriley@gmail.com)  
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- 10 Bluff City** Steven Flowers; 615-308-4481; [stevetrains@aol.com](mailto:stevetrains@aol.com)  
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- 12 Smoky Mtn** Allen Keller; 423-586-8057; [allenkeller@charter.net](mailto:allenkeller@charter.net)  
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- 14 Magnolia** Pat McCarthy; 601-955-0510; [maccars@gmx.com](mailto:maccars@gmx.com)  
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- 15 Carolina Mtn** Bill Raymond; 828-513-5051; [trainman@morrisbb.net](mailto:trainman@morrisbb.net)  
3001 Hickory Nut Trl, Hendersonville NC 28739-7804
- 16 Plateau** Tom Shallcross; 931-484-7565; [chipmonk4@comcast.net](mailto:chipmonk4@comcast.net)  
18 Briar CT, Crossville TN 38558-8810

# THE CLUB CAR

This is a list of clubs and organizations in the Southeastern Region. If your club that is accepting new members or visitors, please send the information to the **Editor at: [SouthErneR@ejpj.com](mailto:SouthErneR@ejpj.com)**. 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  
[www.coastalrailbuffs.org](http://www.coastalrailbuffs.org)  
**Charleston Area Model Railroad Club**, Citadel Mall in Charleston, SC  
Tom Kabele, [tkabele@sc.rr.com](mailto:tkabele@sc.rr.com); [www.camrc.club](http://www.camrc.club)  
**Grand Strand MRRC**, Myrtle Beach Mall, North Myrtle Beach, SC  
Joe Corsetti, 843-236-9148, [yrusoslo728@aol.com](mailto:yrusoslo728@aol.com); [www.gsmrrc.org](http://www.gsmrrc.org)  
**Golden Isles Model Railroad Club**, Brunswick, GA  
Helio Valdes, 912-261-2478; [t29b52f4@comcast.net](mailto:t29b52f4@comcast.net)  
[groups.yahoo.com/group/GIMRRC](http://groups.yahoo.com/group/GIMRRC)  
**Sun City Model RR Club**, Bluffton, SC  
President [paul.henry.sc@gmail.com](mailto:paul.henry.sc@gmail.com)

## Bluff City Division 10

**The Memphis N-Scale Road Railers**  
**The Memphis Society of Model Engineers - The 1<sup>st</sup> Saturday Night Group**  
Highland St Church of Christ, 7:30 PM  
contact Ned for additional info; [nssavage@juno.com](mailto:nssavage@juno.com)

## Central Savannah R Division 9

**OFRRRA Operators**, Tuesday nights, Aiken SC, Steve Prevette, 803-594-5079

## Cumberland Division 11

**Mid-South Live Steamers**, Columbia, TN, Hank Sherwood, 615-665-0512  
[www.midsouthlivesteamers.org](http://www.midsouthlivesteamers.org); [midsouthlivesteamers@yahoo.com](mailto:midsouthlivesteamers@yahoo.com)  
**Nashville NTRAK**, Nashville, TN, Mike Curtis, 615-479-7663  
4900 Rucker Christiana Road, Christiana, TN 37037  
[macurtis@comcast.net](mailto:macurtis@comcast.net); [www.nashvillentrak.org](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; [terry.bebout@earthlink.net](mailto:terry.bebout@earthlink.net); [www.tcr.org](http://www.tcr.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](http://www.mgbr.org)  
**Wiregrass Steel Wheels Sub-Division**, Dothan, AL  
Dan Adams, 334-588-3312; [danielma522@centurytel.net](mailto:danielma522@centurytel.net)

## Empire Division 6

**Flint River Model RR Club**, Albany, GA, Jimmy Swinn, 229-883-3517  
**MGMRC - Middle Georgia Model RR Club**, Warner Robins, GA  
Bill Attaway, 478-954-9200; [mgmrc@cox.net](mailto:mgmrc@cox.net); [www.mgmrc.org](http://www.mgmrc.org)  
**MGRA - Middle Georgia RR Association**, Bill Jones  
[wjones845@aol.com](mailto:wjones845@aol.com); [middlegeorgiarailroadassociation.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  
Bonnie Donaldson, 251-943-1818; [foleymuseum@gulftel.com](mailto:foleymuseum@gulftel.com)  
**CATT - Costal Alabama T-TRAK**, Bruce Arbo, 228-669-6705  
[coastalalabamattrak@gmail.com](mailto:coastalalabamattrak@gmail.com); [www.nationalt-traklayout.com](http://www.nationalt-traklayout.com)  
**Emerald Coast Garden Ry Club**, Jack Grill, 850-994-7226; [www.ecgrc.com](http://www.ecgrc.com)  
Usually meet on 3<sup>rd</sup> Saturday at noon in the Diner Car  
of the West Florida RR Museum, Milton FL  
**Glenn Samuel's Operating Group**, Mobile, AL 205-914-0693  
2<sup>nd</sup> Saturday of the month @ 1 p.m.; [Gasamuel@aol.com](mailto:Gasamuel@aol.com)  
**Miracle Strip Model RR Club**, Shalimar, FL  
Ray Follacchio, 850-865-8822  
**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  
HO Division - Steve "Chip" Borona, 850-384-3206; [www.PMRC.us](http://www.PMRC.us)  
N Division - Terry Tucker, 850-723-5390  
Z Division - Joshua Murrah, 251-533-6481  
**Southwest Alabama Railroad Modelers (SWARM)**, Mobile, AL  
Glenn Samuel, 205-914-0693, [Gasamuel@aol.com](mailto:Gasamuel@aol.com)  
Monthly round robin meetings or event - contact for details.  
**West Florida Model Railroad Club**, Milton, FL  
Tom Augustine, 850-944-0471; [www.wfrm.org](http://www.wfrm.org)

## Cherokee Division 13

**Chattanooga Area Model Railroad Club (CAMRC)**, Chattanooga, TN  
Ed Juaira, 423-598-9925; [railfan@ejpj.com](mailto:railfan@ejpj.com); [www.camrc.org](http://www.camrc.org)  
**Chattanooga Society of Model Engineers**, Dunlap, TN  
Andy Morrison, 423-344-8502; [www.csme-eprp.com](http://www.csme-eprp.com)  
**Chattanooga Modular Modelers, Inc.** meet Monday & Thursday at 6:30 pm  
Mark McAllister, 423-424-0352; [www.chattmodmod.org](http://www.chattmodmod.org)

## Carolina Mountain Division 15

**Apple Valley Model Railroad Club**, Hendersonville, NC  
Located in Hendersonville Station; [www.avmrc.net](http://www.avmrc.net)

**French Broad e'N'pire NTRAK Club**, Henderson, NC  
Chuck Place, 828-685-2726; [hmp3@blueridge.net](mailto:hmp3@blueridge.net); [www.fdr-ntrak.com](http://www.fdr-ntrak.com)  
**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 Dr, Jackson MS 39216  
Nils Larsen, 601-432-4500; [www.cmmra.org](http://www.cmmra.org)  
**Mississippi Coast Model RR Museum**, 504 Pass Rd, Gulfport, MS 39507  
228-284-5731; [timetrain54@yahoo.com](mailto:timetrain54@yahoo.com); [www.mcmrcm.org](http://www.mcmrcm.org)

## Mid-South Division 1

**Northeast Alabama Model Railroad Club**, Guntersville, AL  
Charles Dick, 205-878-2537; [charlesdick@bellsouth.net](mailto:charlesdick@bellsouth.net)  
**Redstone Model Railroad Club**, Huntsville, AL; [www.rmrc.net](http://www.rmrc.net)  
**Coosa Valley Model RR Assoc.** [www.coosavalleymodelrailroad.com](http://www.coosavalleymodelrailroad.com)

## Palmetto Division 7

**Associated Model Railroads of Columbia (AMROC)**, Columbia, SC  
Clark Gregory, 803-781-7912; [www.amroc.org](http://www.amroc.org)  
**Carolina Railroad Heritage Association, Inc.**  
[www.facebook.com/hubcityrrmuseum](http://www.facebook.com/hubcityrrmuseum)  
**Central Railway Model and Historical Association (CRM&HA)**, Central, SC  
Sandy Eistus, 513-325-8850; [www.crmha.org](http://www.crmha.org)  
**Piedmont N' Southern, Greenville, SC**  
Michael Offik, 864-884-2165; [www.piedmontnsouthern.org](http://www.piedmontnsouthern.org)  
**The Carolina Conspiracy** (On30 modular) Andrew Gillette, 803-316-8128  
[amn\\_a\\_gillette@yahoo.com](mailto:amn_a_gillette@yahoo.com); [groups.yahoo.com/group/carolina\\_on30conspiracy](http://groups.yahoo.com/group/carolina_on30conspiracy)  
**Station 187 Model Railroad Club**, Greer, SC [www.station187.net](http://www.station187.net)

## Piedmont Division 5

**Atlanta Interlocking Model Railroad Club**  
Charlie Crawford, 770-565-1845;  
**Atlantic Coast S-Gaugers**, Bob Lacheen  
home 770-578-9937; cell 404-431-8032; [www.trainweb.org/acsg](http://www.trainweb.org/acsg)  
**Boomers**, John Rieken, Saturday a.m.; OPS Athens, Gwinnett, Commerce areas  
email for specific dates; [jrieken@windstream.net](mailto:jrieken@windstream.net)  
**Chattahoochee Express Operating Group**, Chris White, 770-594-2618  
**Country RRoads Modular Model Railroad (HO)**, Morris Smith  
[heisler299@gmail.com](mailto:heisler299@gmail.com); [www.CRR-Modular.com](http://www.CRR-Modular.com)  
**Georgia Association of Narrow Gaugers**, Pat Turner, 423-744-0429  
[groups.yahoo.com/group/georgiangaugers](mailto:groups.yahoo.com/group/georgiangaugers); [GeorgiaNGers@yahoo.com](mailto:GeorgiaNGers@yahoo.com)  
**Georgia Garden Railway Society**, Terry Manning, 770-564-8822  
[temanning@aol.com](mailto:temanning@aol.com) [www.ggrs.info](http://www.ggrs.info)  
**Georgia Society of Ferroequinologists**, Marietta  
Bob Hoenes, 770-422-0081; Jasper Roundhouse, Jasper, GA  
Phil Stead, [trainman07@aol.com](mailto: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](http://www.oscale-atlanta.info)  
**North Atlanta O-Gauge Railroad Club**, Roswell, GA, Jeff Pergl, 770-516-6378  
**North Atlanta Rail Barons**, Howard Goodwin, 770-529-2103  
**North Georgia Lego Train Club**, James Trobaugh, 770-844-1076  
[www.nglrc.org](http://www.nglrc.org) OR [questions@nglrc.org](mailto:questions@nglrc.org)  
**North Georgia Modurail**, Jon Cook, 770-993-9620  
**NWGA T-TRAK Club** Kennesaw GA  
Jim Nealand, 678-358-9171; [casadiego86@gmail.com](mailto:casadiego86@gmail.com)  
**Railroad Model Club of Atlanta**, Bob Peppel, 770-934-4067  
**S-COG Southern Crescent Operating Group**  
Joe Gelmini, 770-460-8873; [papapel@comcast.net](mailto:papapel@comcast.net)  
**Southern O Scalers**, Dan Mason, 470-385-6638; [daniel@masonlawfirmga.com](mailto:daniel@masonlawfirmga.com)  
**Tri-State Area Model Railroad, Inc.**  
Thomas Roskelly, 828-361-2210; [thomasroskelly@gmail.com](mailto:thomasroskelly@gmail.com)  
**Volunteer Garden RR Club**,  
Vines Botanical Gardens, 3500 Oak Grove Rd, Loganville, GA 30052

## Plateau Division 16

**Crossville Model RR Club**, Crossville, TN; Tom Shallcross, 931-484-7565  
[chipmonk4@comcast.net](mailto:chipmonk4@comcast.net); [www.crossvilletrain.org](http://www.crossvilletrain.org)

## Smoky Mountain Division 12

**Knoxville Area Model Railroaders**, Oak Ridge, TN  
Brad Tutt, 865-776-4703; meetings are 1<sup>st</sup> & 3<sup>rd</sup> Sundays  
**Mountain Empire Modular Railroaders**, Johnson City, TN, East TN State Univ.  
George Carter Museum, Dr. Fred Alsop, 423-929-3733; [www.memrr.org](http://www.memrr.org)  
**Maryville MRRC**, 1006 E. Lamar Alexander Pkwy, Maryville, TN 37804  
Mark Fisher, 865-982-8731; meetings each Saturday, 10 a.m. to noon

## Steel City Division 2

**Black Warrior Model RR Society**, Tuscaloosa, AL, Bob Way, 205-556-3073  
**Smokey City Model Rails**, Birmingham, AL; [www.smokeycityrails.com](http://www.smokeycityrails.com)  
**Wrecking Crew Model RR Club**, Birmingham, AL; Jason Parham, 205-534-6529  
**Steel City Shifters Operating Group** [jstew@bhamrails.info](mailto:jstew@bhamrails.info)

# The SouthErneR

Southeastern Region, NMRA

782 Jays Way

Ringgold GA 30736-8954



A scene from Peter Youngblood's Santa Fe Railway (Albuquerque & Colorado Divisions) - photo: Ed Juairé