



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



# The *SOUTHERNER*



Volume 46, Number 1.5 [www.ser-nmra.org](http://www.ser-nmra.org)

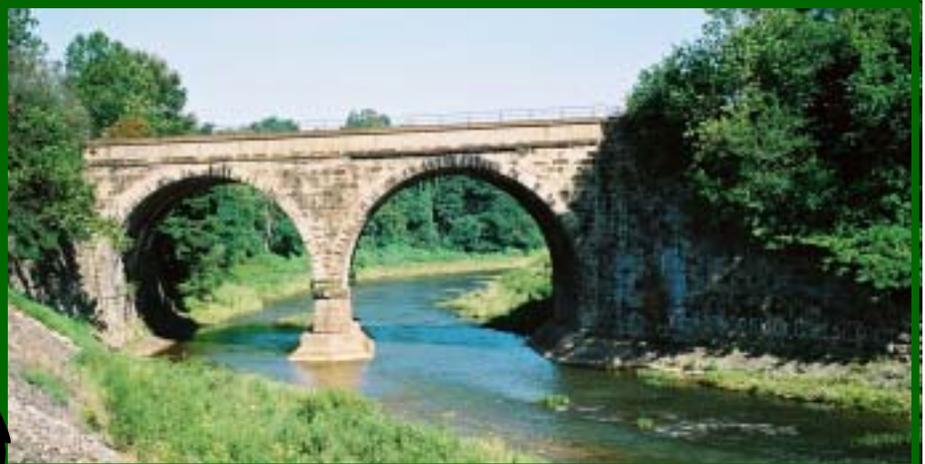
Winter 2005

## FOCUS ON PHOTO CONTEST



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- Contest Photo Judging
- PHOTO CONTEST RULES
- October BOD Report
- Barn Contest Rules
- NMRA Contests Rules
- A Giant Mushroom Grows in Winder, GA



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The Piedmont Division held their first semi-annual auction on October 16th, 2004. While the crowd was small on their first outing, it is sure to grow as news spreads and interest grows. Certainly everyone that came had a good time. Now only time will tell if this event will garner the same level of interest and success that the former Lauderdale Shore Line Model RR Club (in the SSR) enjoyed over the almost 4 decades that they held their auctions as their sole fund-raising event.

The Piedmont Division's next auction will be held on February 26, 2005 at the same location. [See ad on page 26.] *Photo courtesy of Mike Deaton.*

**A. P.**  
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The

# SOUTH ERNER



## WAYBILL

Volume 46, Number 1.5



Winter—2004

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The SouthErner  
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Winter 2006 (Jan) - Dec. 1, 2005

The SouthErner is mailed to all members of the Southeastern Region who have paid their membership dues of \$10.00 annually. Material for publication is welcomed! Please send materials to the proper Assistant Editor.

All submissions become the property of the SouthErner unless otherwise contracted. Please do not send previously printed materials.

**ON THE FRONT COVER:** The Loyalhanna Bridge as modeled by John Travis & the real bridge located in Latrobe, PA (inset). I chose to use this bridge as the centerpiece for a series of photos to test out various angles and scene compositions looking for a cover photo for this issue. This led to an article examining scene selection for entries in the NMRA Photo Contest & what the judges are looking for. PVV

### ADVERTISING

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**A Railroad Goes To Sea.** Seen in these three photos are the remains of a trestle erected for the sole purpose of building a jetty along the southern side of the mouth of the Columbia River in Oregon. After the jetty was completed, the rails and roadbed were pulled up and the piling bents were left to the elements. This section over the marshlands has remained largely intact whereas the section along the jetty, subjected to the fury of the Pacific Ocean, hasn't fared as well. *Photos by Paul V. Voelker*



## A Word From The Editor

You are probably aware of the fact that no editor's column appeared in the print-version that you got in the mail. No, it wasn't an oversight on my part. As I have said before, not every issue will have one in it. I'd rather spend my time writing something meaningful and educational. However, for the *E-SouthErner* I will make an exception since I have space to burn here.

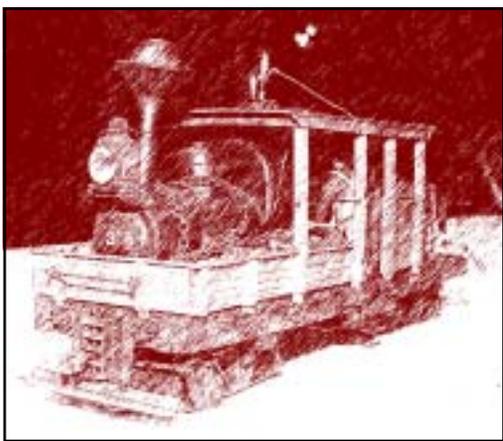
This version of *The SouthErner* has been reformatted and greatly expanded to include many more pages on the photo contest, an extra article on **Mike Devaney's** awesome C&O N-Scale basement layout, photos of the **2004 Piedmont Pilgrimage**, rules for **Barn Contest**, Photo Contest, Pass Contest, Model & Module Contest plus plans for the Photo Contest Racks used at the national and some regional conventions.

There is also a reprint of an article from the July-August 1988 SunShine Region's Journal Box on the then-new rules for the Photo Contest by **Larry Brennan** who had replaced **Hilt Friesen** as national Photo Chairman. This was done mainly to keep at bay those who might think I have somehow "changed" the rules on my own. (Remember, this issue is seen by many people besides SouthEastern Region members and I've been down this road before!)

You will notice that most of the text in this issue has been increased in size (except for the Directory at right) to make reading it easier in the web-version. By doing this and expanding the articles and adding new ones, this newsletter not only requires far more work to put together, but for all intents and purposes, is practically a second stand-alone second series of newsletters. This is like you are getting 8 issues for the price of just 4 printed issues that you get in your mailbox each year.

Read **Bob Beaty's Prez Report** on page 31 about the region, its newsletter and how they are both being effected by the change caused by the NMRA's new Regulations.

We will both be interested in hearing from you. Enjoy the magazine. I hope you all had a Merry Christmas or Happy Hanukkah and **HAPPY NEW YEAR!**



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# Photo contest judging Scene selection is everything!

By Paul V. Voelker - NMRA Photo Contest Manager

In addition to being your editor, I am also the NMRA Photo Contest Chairman (Manager).

After a contest people often ask me why their photo didn't win and what they could have done better. Very often these are "technically correct" photos. Why would a "technically correct" not photo win?

Well, the reason is usually the "subject" of the photo. What you need is something that will grab the viewer's (& judge's) attention and won't let go! A "hook" if you will.

Unlike the model contest where you amass points by the quality and quantity of work you do and how well you do it, the photo contest is more subjective in that regardless of how much work it took you to get the finished product—the picture—it is precisely just how attractive or awe-inspiring the picture is that decides whether or not you get the award (assuming everything else is well done).

I have grouped within this article, several photos (which may or may not be in total focus) just to give you an idea of what opportunities there are on a

layout that you may not have thought of. These all have potential but may not be winners in and of themselves. The idea here is to give you "food for thought"—a series of possibilities that could be developed further.

The photos on the first 6 pages were taken on John Travis' Johnstown & Gerryville Railroad. I had decided that I wanted a cover shot for this issue and trekked over to John's to see what I could come up with using his new bridge as the main subject.

As I have said before, digital photography is great in that there are no film costs to contend with because there is no film used! This alone should make all of us better photographers since it costs us nothing except time to get a good photo, that and a little creativity!

None of the photos shown here were taken using a tripod although several were taken using part of the layout as a support. **Photos A, B & C** on the next page were taken using the strap around my neck and with the camera's "anti-shake" feature turned on. **Photos D & E** on the next page were taken with the camera resting on top of the river.

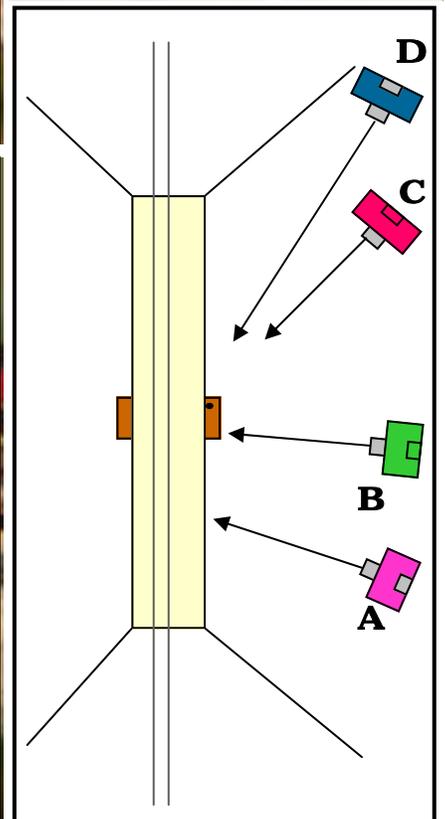
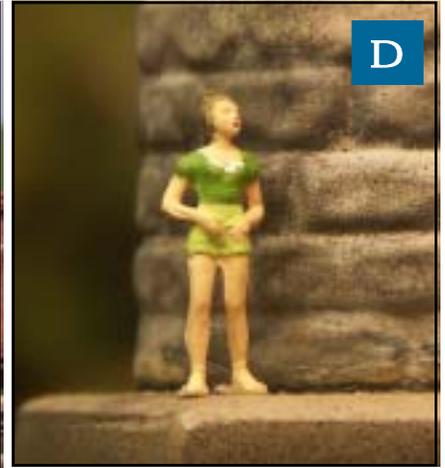
Most of these photos were mainly taken to see what would be the best angles and what may need to be corrected or changed in a scene to get the right effect.

The figure of the girl in photo E shows that flash lines are present on the figure. When taking extreme close-ups, any flaws in figures & objects will be really stand out!

I shot 253 photos of just this bridge from many different angles trying to find the best scene. Net cost was 2 hours of my time. Had I been using film this would have been VERY EXPENSIVE as this works out to about 10+ rolls of film! You can readily see the advantage of using digital photography—what you don't like you can just delete. But the main thing is to just go out and do it. Play with the camera and try different techniques and angles.

In the next several pages you will see many different scenes and my comments on each of them. You will also be able to compare the effects of color verses black & white in side by side comparisons.







**Top & Bottom Photos** In real life this view would be impossible unless you were in a helicopter. I've been to the real bridge, so I know. However, neither the judges nor anyone else will likely know what the landscape is really like on your own railroad so this could have been taken from a place where a photographer had ready-access without the need of an aircraft to get him there!

As it happens, for some reason the brakeman stayed where he was put during the whole two hours I was taking pictures, why I

don't know as there was nothing mechanical holding him on the car. This car has an interior load which is why I chose to use it here. The farm tractor loads are very well done and really add to the scene. The road over the bridge does not continue off either side of the bridge but this angle hides that fact from view. Notice that the railings on the bridge are anything but razor straight - this adds to the view being believable.

Looking at both photos, which looks better? The black & white shot has more of a "period" look to it.





### Left & Right Photos

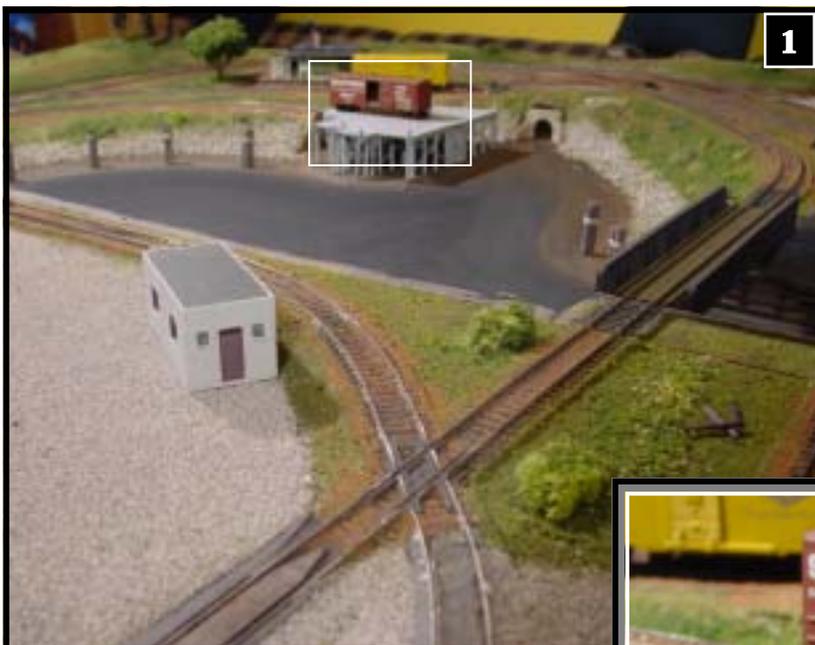
Here is a potential scene that needs more development. Instead of the girl seen here, use of a better-detailed and painted fisherman or two maybe with some type of wildlife in the background and/or foreground or some kids playing would make a believable shot. Back the camera up a few feet and get the bridge into this shot and you will have something really worthwhile.



You may find several places on a river's banks where additions to

the scenery in the form of people, junk or wildlife will really improve the overall effect. But you won't know it unless you take shots around the scene you are developing. These throw-away photos will show you where improvements need to be worked into the scenes. When you then back up the camera to take in the overall scene, everything that is needed to make the scene believable will already be in place. In a water scene such as this, where you can use the reflective characteristics of water, I think color works better than black & white. What do you think?

Watch out too for things like couplers between cars being mismatched or too big. In one of the photos in this article it stands out like a sore thumb but in another photo of the same scene but shot from a different angle, the couplers are hidden by a pickup truck in the foreground. Moving the truck is easy enough in HO scale!



**Photo 1** There is some potential in this shot. A train approaching on the bridge, action on the crossing, people in the scene and this would work. As it is, the background scene competes with the foreground scene and neither is interesting enough.

This is a good way to start developing a scene but not something you'd want to enter in a contest. There just is too much and spread over too large an area to be effective in telling one story.

**Photo 2** This is the scene I would want to develop (if I still had the layout) with the addition of people, maybe a fork lift or a crane on the pier. Piles of cargo lying around. Maybe a boat being loaded in the foreground. Envirotex Lite or Woodland Scenic's water product will give you the reflective qualities that can be used to advantage in a port setting like this one.



**Right Photos 1 & 2** The same scene as the previous page but here taken as if you were looking up from the river's bank. This view really is possible on the prototype bridge.

Since these photos were taken, the cars & locos used in these scenes on the bridge have received a good bit of weathering which can only help their believability and when I revisit the layout I plan to take some more photos of these scenes.

In the printed version of **The SouthErneR** (that arrived in your mailbox), all of the photos in that much shorter article had to be in black & white for cost reasons (unless we wanted to financially break the region), but here you can see the differences between color and black & white that I couldn't show you in the printed newsletter.

Color isn't everything and in some cases, changing the output to black & white can actually improve a photo! After you are done taking your shots, convert some of them to B&W to see if this will improve the overall quality & appearance of your photos. You may find that you will want to keep a few in that format. Plus too that was the most popular (& cheapest) method of taking photos in the time period modeled here - the mid-1950's.

[Remember when taking photos for the contest, if it was of the prototype and if you would want to hang the photo on your wall, then it may have a chance in the contest. It may even be a winner!]



**Left Photo** This is the Black & White version of the lower photo on the next page. While the tree is prototypically correct, it isn't helping this scene one bit!

Here you don't need a chainsaw to solve this problem, just remove the tree—even if just for a while until you get the shot you want. You can always put it back later!

**Right & Below Photos** You will notice that in the photo below, the dimensions of the photo are not the “standard dimensions”, i.e.: 4x5, 5x7, 8x10, 11x14, etc.. In the NMRA’s National Contest, either photo would be accepted as long as it fell within the minimum and maximum overall dimensions. A 5”x 7” print & 8”x10” mat is the smallest size whereas a 12”x 16” print & mat combination is the largest size. Some photos are flush mounted on their mats so the mat doesn’t protrude beyond the sides of the photo.

Now what isn’t usually obvious to the casual photographer is that any odd-sized photo can be worked within these dimensions and still be legal. You don’t need to follow a “set formula” of height to width to make a photo “acceptable”. What matters is whether or not the judges like the end result, it doesn’t really matter what the photo’s dimensions are. If 8”x 16” works (and a train is a long, narrow object), it won’t matter that it isn’t a “traditionally” sized photo.

However, there is no denying that the scene at **right** is more dramatic than the scene **below**. Adding exhaust smoke above the locomotives could make this scene come alive. Weathering the locomotives will also help.

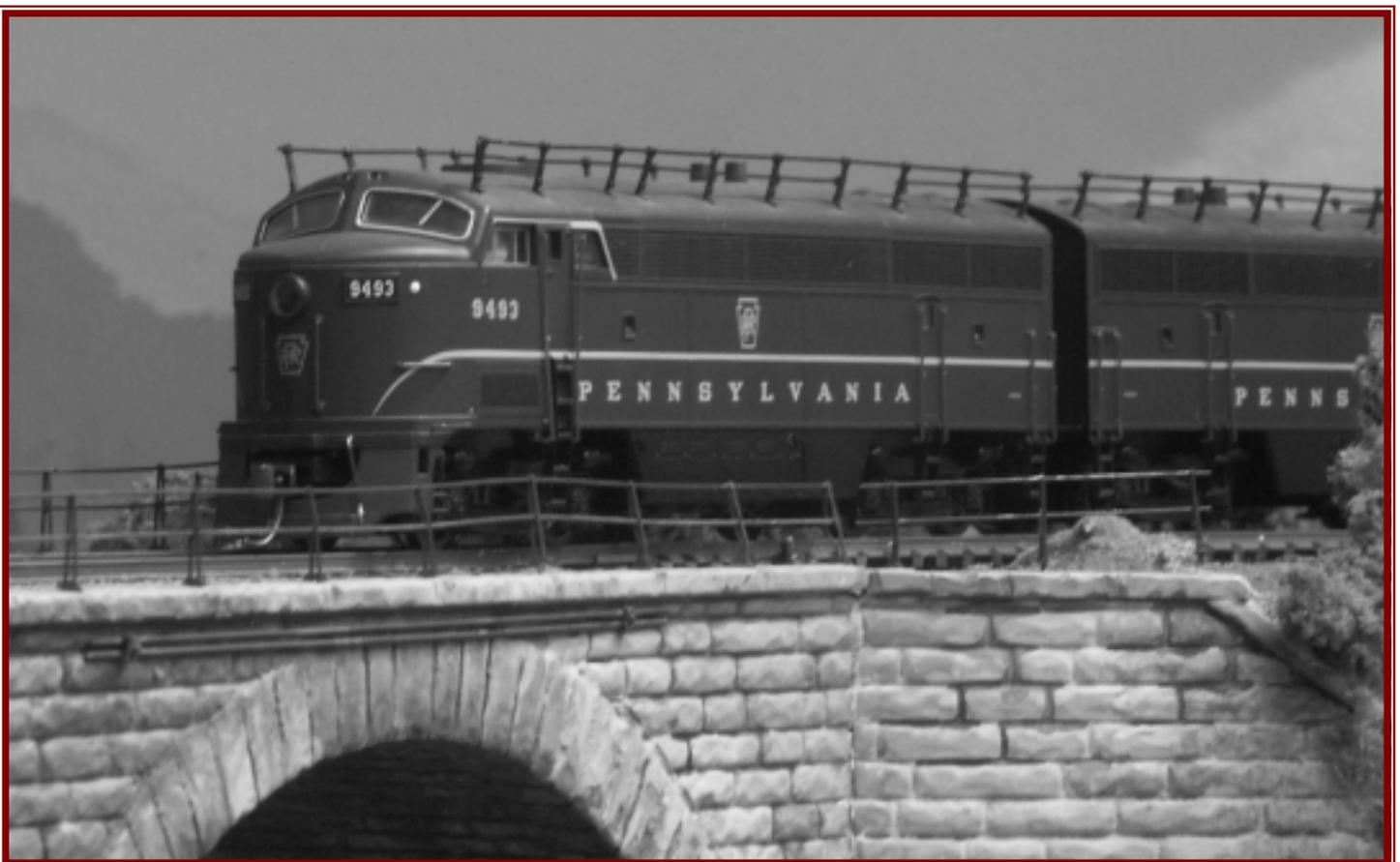


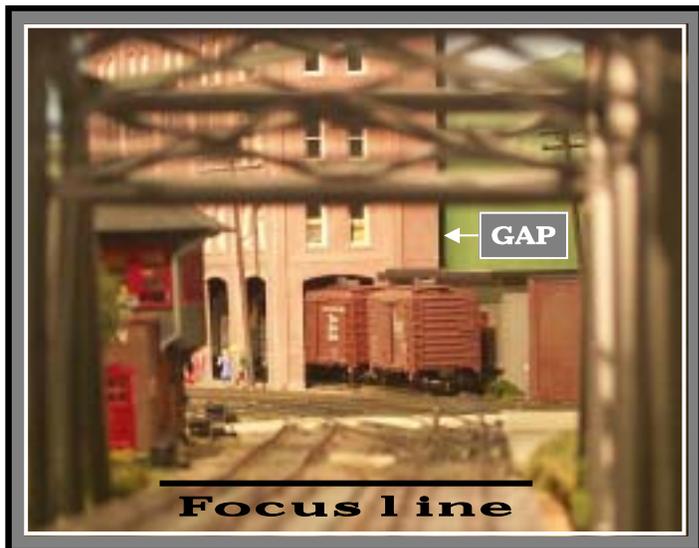
A touch of fog in the background and coming up from the river, if not overdone, and with the right lighting could be a winner. This could be done with dry ice or in many of the photo-enhancement software programs available today. It could also be done in the dark-rooms of yesteryear but it is so much easier to do on your computer where there aren’t all of those caustic chemicals to deal with! Modern computer programs can do so much more today and it is so much easier, you just have to play with them and learn how to make your photos better.





**Pennsy action on the Loyalhanna Bridge on John Travis' Johnstown & Gerryville Railroad. A pair of Fairbanks Morse CF16-4's (1600 HP) take a train over the bridge on their way to Buffalo, NY in the mid-1950's. The real bridge (See Front Cover) is located in Latrobe, PA. Photos by Paul V. Voelker**





Here I am shooting through a bridge with the camera resting on the bridge deck. The scene I decided I wanted was of the tower and road crossing in the background with the bridge girders being used to “frame” the shot. I will want the girders to be deliberately out-of-focus but not to the extent that they are here. I will also want a locomotive and switch crew in the scene in the background together with traffic on the road crossing with both vehicles and people but not in a position so as to block the view of the background building.

This is the scene I want to develop. The “GAP” between the backdrop and the building needs to be covered with something, maybe a smoke stack. I want to leave the bridge girders somewhat out-of-focus so that the eye is allowed to “see” the building in the background without being distracted by the girders. If they were in focus, they would be a distraction killing the effect. I want the tower on the left to be more in-focus than it is now and everything in the background scene as well. Basically, everything from the “FOCUS LINE” back.

**Photos A, B & C** Gerry’s Ice Arena in the town of Chatfield is the subject in all three photos. Which one grabs or focuses your attention more? Do you prefer color or black & white?

All are wholly prototypically correct views—none has the photographer “hanging in thin air” somewhere above the scene. The camera is actually resting on one guard rail of the bridge for both shots. Obviously, the side of the layout in Photo A detracts from that scene but that hasn’t always stopped people from entering this type of shot in the contest!



**Right & Below Photos** Not every photo has to have a train in it.

This photo of passengers waiting at a train station can be interesting enough to be a winner. The blurred tree on the left adds interest to the photo.

The end of the backdrop, visible above and to the right of the station is a problem but could easily be corrected when the scene is re-shot later.

Cropping out the hill and the out-of-focus buildings in the background and to the right will focus the viewer's attention on the subject which is the station & passengers and not be the distraction it is now.

The blurred foreground has already been cropped out of this scene. The fully cropped scene is below in the Black & White version. Which has the more "period" look? Notice that where the backdrop stops (in the upper right corner) is not as noticeable in Black & White version as it is in the Color version.





**Left & Right Top Photos** A crossing sign with a train passing in the background on the right and just the sign itself on the left. Note the cobwebs within the sign, something that isn't really noticeable from a distance but stands out quite graphically in close up photos like these.

**Left & Right Bottom Photos** The same views in Black & White.

**Right Top Photo** The blurred train passing in the background may or may not add to the photo on the right, depending on your point of view or intent. This isn't done very often in either the model or prototype formats. Sometimes it is effective and sometimes it isn't. I think in this particular case it would be more effective if the whole side of a single car was blurred in passing instead of between two cars. The grab irons on the passing boxcar (the horizontal lines stacked vertically to the left of the sign) distract the viewer's gaze from the crossing sign itself.

**Left Top Photo** The sign by itself may or may not be interesting enough to stand on its own merit. Since everything else in the scene is out-of-focus the eye is drawn to the sign itself. But is there really enough interest here or does it need more to work for the judges? Does the train passing in the background in the right pair of photos help?



**Left Top Photo** A scene of a mine tippie on the outskirts of a town seen from a hilltop (the out-of-focus blob in the lower right corner). All of the photos on this page are of Ed Laity's layout and I took these photos during the second annual *Piedmont Pilgrimage* this past November.

This particular scene is just on the edge of what may be acceptable for a potential contest winner.

What do I mean by that?

Well, an "overall layout photo" contains no single subject and therefore is too busy to be effective. They make good "record shots" or can be used to show someone what your layout looks like, but they aren't "focused enough" on a single subject to be effective in a contest.

Remember, the scene has to be simple enough for the viewer to be able to understand what the photographer is trying to accomplish in telling a story. And it has to be a fairly simple story, not a "this is my view of the world" kind of story.

**Example:** When you stand at the rim of the Grand Canyon in Arizona, do you really grasp all of the details in the canyon or does it look like a painting to you? The eye is overwhelmed by the sheer magnitude of what it is seeing. The same holds true for "overall layout photos". The eye needs some one thing to focus on, not a whole raft of things!

**Left Bottom Photo** The same scene in Black & White. Does this improve the appearance? Does this look more like a period photo? Using black & white can hide a lot of sins, color problems with the models or the scenery can be hidden using this format.



Photo A



**Photos A & A1** VFMC plant on John Travis' layout during the Pilgrimage tour. The camera is sitting on the tracks and the view is into and through the tractor assembly building. Just when you think you might have everything where you want it you find out that there is still something in the view that shouldn't be there.

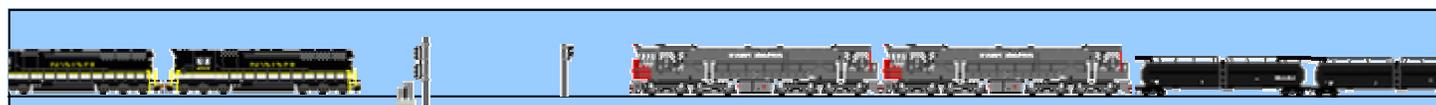
John uses plastic H-beams cut to about 1/2 inch long and lettered on each side of the web to designate which industries a car should be routed to. This is the gray object on the flatcar next to the closest tractor's rear wheel. This wasn't a setup shot, this was just taken while wandering around the layout during the tour with about 30 people in the basement.

Having the boxcar and the end of the flatcar in focus would be a goal to getting a better shot. People performing their jobs like a brakeman and switchman would also help this scene. However, that isn't to say they are necessarily needed. Obviously you (the photographer) must be standing on a freight car or locomotive on the next track over to get this amount of elevation above the ground. Could be a cab window view too.

Photo A1



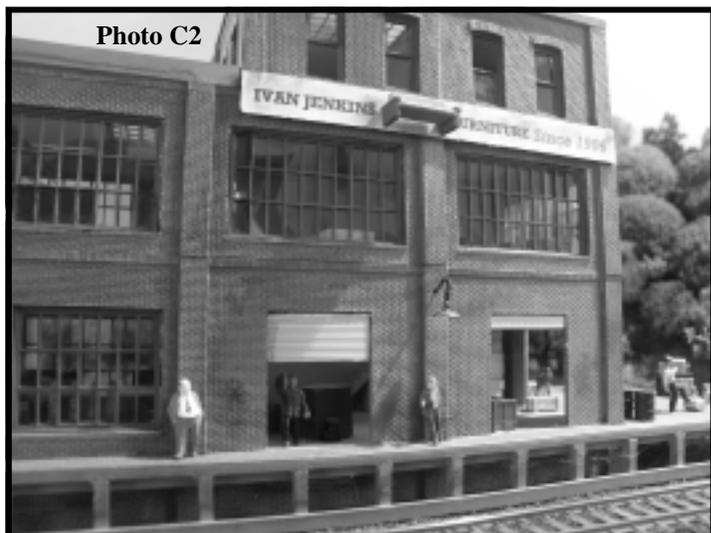
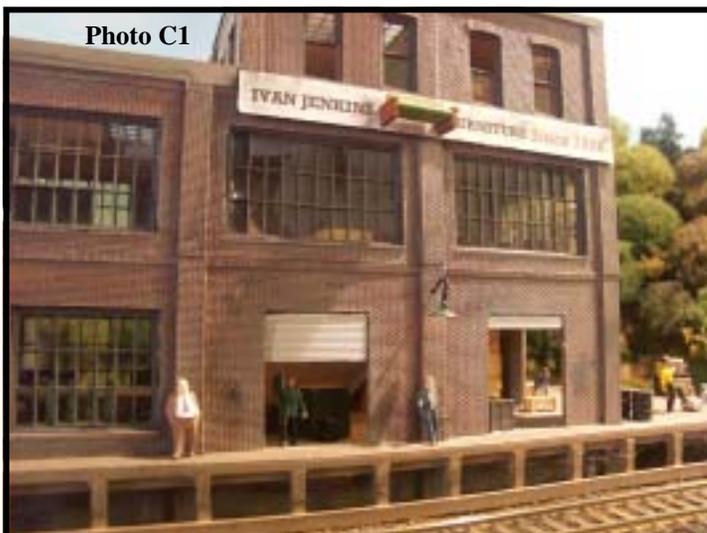
One major advantage of some of the smaller digital cameras is that some models have a small lens that is positioned in one corner of the camera body making close-up shots from HO Scale "ground level" possible. My low-res digital can do that, but this shot wasn't taken with that camera! This is the best that is possible with my newer camera.





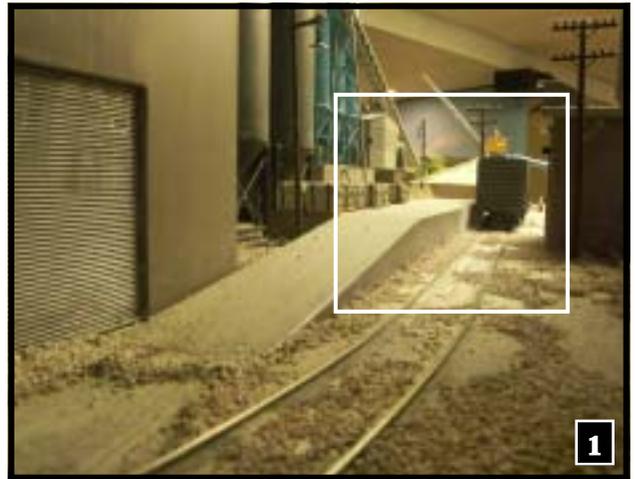
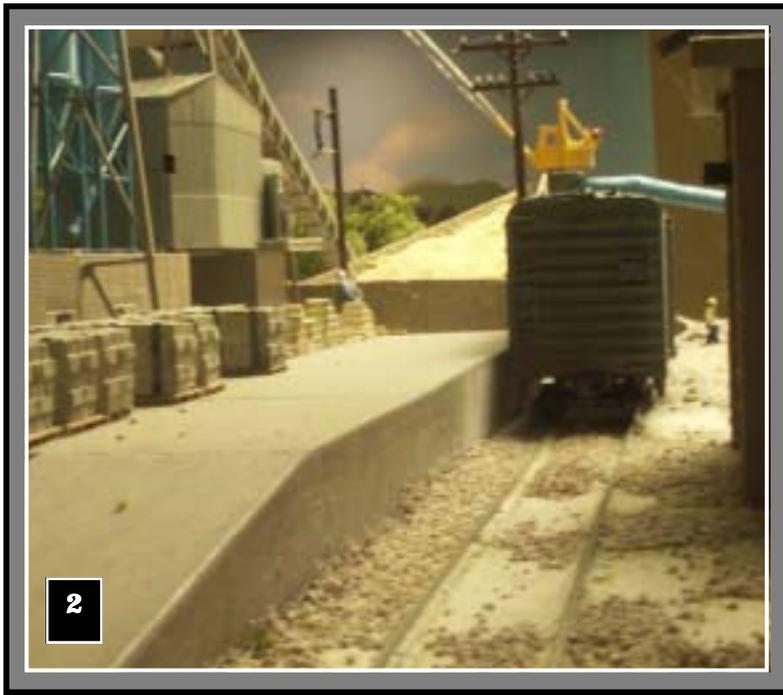
**Photo B1 & B2 Above** In this scene a couple of factory workers appear to be having a casual conversation. This is the Rolling Rock Brewery building on John's layout also taken during the Pilgrimage tour. This is where attention to details can make or break a scene. The balance has to be right, what should be there, needs to be there, but too much and it doesn't work either. Which works better, color or black & white?

The camera is less than a foot away resting on the layout. The camera is set to Automatic for the exposure & aperture and the lens is set to 28 mm with the Macro setting on and using the layout's lighting. Fortunately we are shooting straight-on and therefore haven't run into the problem we encountered in the photos below.



**Photo C1 & C2 Above** The Ivan Jenkins Furniture Company. This is the view you would have standing on the platform of an industry across the tracks. In this view it is evident that there are skylights in this building as can be seen through the windows on the upper floors. You will also note that it appears that the lower board on the loading dock is curved upward when you look from left to right. That isn't an optical illusion but a function of a 28 mm lens used in a close-up view. The loading dock itself is also curved upward at the ends but not as much. The edge of the wall on the right has a minor curvature as well. We are starting to enter the world of the fisheye lens in these shots. Step back a little ways and try again. Unfortunately, to get this angle, this is the only place this shot can be taken from without sawing a hole in the layout for the camera to sit in!

Notice that a detailed interior really adds to this scene at what is obviously a busy industry. Here the camera was again placed on the track in front of the building and slightly tilted upward. Remember, unless you can fly, photos should be taken from the perspective of an HO (or whatever) scale person's vantage point. Aerial shots only accentuate the fact that we aren't using an HO (or whatever) scale camera to take photos of our models. Aerial photos aren't the norm in prototype shots so they equally shouldn't be the norm in model shots.



**Photo 1** This is the Attaway Sand & Gravel (& Concrete) plant on John Travis' layout—one of my creations. Proper lighting would help all of these scenes a lot! However the scene that I thought would be the best part of this photo is outlined in the white box. Activity on the loading dock will help to focus attention on that area.



**Photo 2** The camera was set on the track with the lens pointed into the alley-way as far as I could get it. Lighting will need to be experimented with to get the best effect. Shadows could really be dramatically used here. Maybe changing the boxcar car to a flat car or a gondola, or maybe with the boxcar behind one of those cars might work better.

**Photo 3** Turning the camera to the left and backing it up a bit, we come across this scene. A light inside the building would help with lighting the interior. A light in the hearth would further help.



On your layout you can spend an unlimited amount of time getting things just right. Unlike shooting the prototype, you have the ability to change things around any way you want to portray a particular scene. Lighting can be adjusted and different camera angles tried out. If there is an offending tree in the way, it can be removed without having to resort to a chain saw! If the lighting isn't right or the colors leave something to be desired, there is always the option of going to a Black & White format instead.

**Photo 3A** The Black & White version of Photo 3. Which do you like more? Either or both could be entered in the contest.



**Photo 1** The view on the left shows a typical “layout photo”. Very often photos of this nature end up in the contest. While you could argue that the layout “itself” is the subject, that isn’t what the judges are looking for. In this view there are many “subjects” and many potential “scenes”.

The silo loading area at the wharf for instance or the boxcar on the pier. The bridge has lots of potential. A boat or two in the harbour, fisherman on the shoreline... There are many possibilities but this overall view isn’t one of them! (See Photo 2 below for close-up shot.)

**Photos 2 & 3:** Two views of the bridge. Both have potential but both also need a backdrop behind the bridge to hide the fact that the layout ends there.

All of these photos were taken before the water (EnviroTex Lite) was applied so they don’t really convey the real “potential” this scene can offer with the ability to use the mirror effect of the water to good advantage. Again, a boat or two, fishermen, railroad people, a some cars or trains in each direction would fill out the scenes. It goes without saying that proper lighting is



needed but my real emphasis here is on the scene “itself”, not the mechanics of taking the shot.

I hope that this article will get some of you to thinking about taking photos to enter in the contest or just for your own purposes. I have lost track of just how many photos I have taken over the years but I can look back on many of them to see & remember what I have built, what I have seen and what I have enjoyed over these many years. They many aren’t contest winners, and yours may not be either, but neither of us will know unless you enter. And remember, there is the “display only” category too where you can just bring them to show them off!

# NMRA PHOTO CONTEST

LARRY BRENNAN & PAUL VOELKER



Reprinted here is an article on the “NEW” Photo Contest Rules that took effect at the 1988 NMRA Convention in Birmingham, AL. After this point, the old point system that had previously been used, was discarded in favor of this new method of judging photo contests. This is the method that has been used at every national convention since then.

Contrary to the belief of some, the older point system was not based on any “scientific” method of judging photos but was based solely on the model contest’s judging sheet. The point system used in the model contest was merely adapted to fit the photo contest.

However, as you will read in the article from the July-August 1988 SSR Journal Box on the next page, the system wasn’t really that workable in practice. The method that **Hilt Friesen** & **Larry Brennan** came up with is much superior!

This article by **Larry Brennan**, who was then the editor of the SSR’s Journal Box, is reprinted here so that those you who do contests in your various regions & divisions can get it straight from the “horse’s mouth” on what the rules & judging procedures have been for the past 16 years at NMRA national conventions!

*Editor’s Note: Over the past six decades, the photo contest has only had 5 or 6 chairmen, all of which served as Chairman for 10 or more years. I served as Photo Asst. for 10 years and have been Chairman for 5 more. PVV*

At the Birmingham Convention, Dean Freytag indicated that if I were interested, and if I planned on being at the next few National Conventions, the post of National Photo Contest Chairman was being offered. Hilt Friesen has been doing it since before mud, and all things pale eventually, I guess. Well, as I told Dean, I am and I do. At Eugene, Hilt Friesen and I (and others) worked over the old rules and procedures on his portable computer, and after further input, a new set was ready for Birmingham. Many SSR members have asked me for a clarification on these rules, so this issue is largely devoted to them.

We are printing the latest edition of the NMRA National Convention Photo Contest rules in this JB, and hopefully, other Region publications will be doing likewise. We hope for the widest possible dissemination of this information to our members. Too many of us feel we are not good enough as craftsmen to enter the model contests, despite the efforts of Howie Price and others to convince us otherwise. However, most of us shoot pictures and all who do usually have managed to take one or two shots that we are especially proud of. Therefore, many are interested in the rules.

It is desirable that the photo contest be as uniformly administered and judged as the model contest, and for the same reasons. Uniformity assures that an entrant in either event will expect the same format and standards at all levels of the organization.

Unfortunately, this has often not been the case, with resultant misunderstandings and ill feeling. I realize that something as subjective as photography cannot be judged as rigidly as the model contest: after all, a model conforms or it doesn't; it is scratchbuilt or it isn't; the finish is smooth and even or streaked and rough. Many things in the model contest can be rated on a scale fairly easily.

Pictures are a different matter, for beyond the technical questions, there are evocative images and symbols which mean more to some people than others. It is often hard for judges to set aside their own preferences- in the worst case, one who likes steam may automatically dismiss any picture of traction or diesel; mountains may appeal more than flatlands; a Pennsy fan may ignore the NYC or anything western. A judge may habitually overlook 5x7 entries. Size is no guarantor of quality, but we've all seen many good, smaller format pictures ignored in the awards.

Hopefully, our judges are more mature than these examples, but some may unconsciously slip into such a frame of mind without thinking about it.

Such artistic questions will always plague judging of photos, and frankly, I find the discussion among the judges a fascinating part of the procedure and have often wished more contests were not "Closed for Judging", but allowed silent spectators so the process was not so mysterious and results not so puzzling. Hilt Friesen has long had the habit of holding a clinic at Nationals where he shows the slides and summarizes the arguments pro and con about each.

It is in the matter of administration that consistency is easiest achieved and with happy results. We have heard stories of contests where all entries had to be mounted on 11x17 or 12x18 mats- including 5x7's (which look ridiculous in the midst of all that cardboard), or prints whose proportions do not fit such a mat. Note that the National rule (e) gives only upper and lower limits for the mount. Between these limits, anything is acceptable. I would like to see this standard at all NMRA contests- Regional and Divisional as well as National. This prevents someone coming to a National and having to remount photos.

As far as the entry form is concerned, there is a lot of variety in these as well. Some Regions provide space for additional information which the local committee considers desirable. That's fine, but National forms should be available from all Regional chairmen so the entrant can hand in pictures and forms at the National contest with as little fuss as possible. Local forms will not be accepted at National Conventions, and someone carrying entries as a proxy might not wish to spend Convention time laboriously copying the information from a Regional form. The chairman needs only a few examples, since copy machines are widespread and cheap.

In addition to the National Rules, I've included the Judging Procedures, Awards, and Administrative Matters sections as well-again, in the interest of encouraging uniformity and informing the members.

I don't know how photo contests are handled in the various Regions, or whether all have them. In the SSR, our members have indicated a preference for them at each of our semi-annual conventions. I hope to hear from other Chairmen- perhaps we can improve the communication and achieve a degree of consistency regarding these matters.

# PHOTO CONTEST GUIDELINES

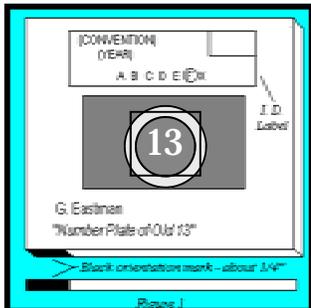
## A. Categories

- (A) Model-Black & White Print
- (B) Model-Color Print
- (C) Model-Slides
- (D) Prototype-Black & White Print
- (E) Prototype-Color Print
- (F) Prototype-Slides
- (X) Display Only - Not to be judged



## B. Rules for Entry

1. Entrant must be an NMRA member in good standing.
2. Entries must be entered by the member or authorized proxy.
3. The entrant must complete an entry form (Form #901). The form must be completed as accurately as possible including name, NMRA number, category, and photo identification.



4. Each member may submit up to ten (10) entries with a maximum of five (5) entries in one category.
5. Prints must be mounted on flat, rigid board or matted with similar material - no folders or glass frames allowed. Photo and mount may not exceed 12" x 16" (30cm x 40cm) in size. Minimum mount size is 8" x 10" (20cm x 25cm) and minimum print size is 5" x 7" (13cm x 18cm).
6. Slides must be in standard 2" by 2" (5cm x 5cm) mounts, and should be marked on the lower left-hand edge as the slide is viewed. (See figure 1). This puts the mark on the top outside edge when the slide is correctly oriented and loaded in a carousel for projection.
7. Prints must have the entrant's name on the back; slides on the mount. Prints may be titled on the front. Prints with the entrant's name on the front will not be accepted.
8. Exposure of the original slide or negative must have been made by the entrant. The exposure shall not have won a First Place Award in any previous NMRA National Convention Photo Contest.
9. Any person who derives more than 50% of income from photography is excluded from entering the contest.

## C. Judging Procedures

1. The following judging system has been used in competitive camera club settings for many years.

2. View all the entries in a category one at a time to get an overview of the field. There should be no commentary at this point. The entries are viewed again, and each judge indicates whether the entry should stay or be eliminated. During this run-through, a positive vote from any one of the judges will keep the entry in the running. Any entry receiving no votes is set aside. During the third run-through, it requires two positive responses to keep an entry; those failing are removed and set aside. If the field is still large, perform another run through. Three judges are now required to give assent, although by this time there are usually no more than a dozen entries left. The purpose of this process is to narrow the field rather than to pick winners, thus it advisable that little or no commentary should be made until the next step.

3. With only ten or twelve entries left, the judges now have a reasonably small field to select from. At this point considerable discussion is needed and encouraged as the judges compare the entries. Prints may be arranged on the table in order of finish, and moved about as the judges seek a consensus. Entries removed earlier may always be brought back for further consideration, but it should be noted that this method will generally produce the same final ten entries or so from more than a hundred choices, no matter which team of judges is used. Different teams of judges may likely produce different winners from these finalists, however. This is not surprising, as we are dealing with a subjective medium.

4. As was stated, it is easiest to have a fourth person, the Photo Contest Manager for example, handle the entries, freeing the judges from dealing with loading and unloading a carousel or handling a stack of prints.

5. After all the categories have been judged, the judges must select a Best of Show from among the First Place winners. The Best of Show will be removed from that category for consideration of first, second and third.

#### D. Judging Factors

As stated on the previous page, and as is evident to the experienced observer, photo contests are much more subjective than the model contest. A prize-winning photograph is often more a matter of art and luck than execution of technique. Certainly, the photographer is faced with more things that are beyond his control than the model builder, at least where the prototype categories are concerned. Notwithstanding this subjectivity, there are some judging factors that are brought to bear by the experienced judge. These will be given appropriate, albeit intuitive, weighting as the judges come to their consensus.

1. **IMPACT:** This is best explained by the "I wish I'd taken that picture" reaction. Given a choice, action is preferable to static scene; rare or unusual equipment is more interesting than the ordinary. In model photography, the choice of the model will contribute to the impact of the picture. Other questions arise in model photography: Does the photograph reveal obvious, distracting modeling flaws, or has the photographer apparently taken pains to be sure that all of the elements shown work together to produce a pleasing result? When the environment is exceptional, or the viewpoint makes the ordinary extraordinary, full credit should be given for the contribution the photographer's sensitivity brought to the subject.

2. **COMPOSITION:** The arrangement of the forms within the photo should be pleasing to the eye. How well did the photographer use the available space within his format? Did he or she follow the guidelines taught in art and photography classes? If the rules are broken, did the result justify that decision?

3. **ARTISTIC APPROACH:** This subjective area is where a strongly graphic or symbolic composition may move one judge and a "typical calendar shot" may be more moving to another. One tends to evaluate artistic and aesthetic qualities on the basis of one's own experience. What moves us and the degree we are impressed will change as we are exposed to more and better images. A judge should not start out looking for a special kind of artistry -to do so would be imposing personal values, sensibilities, or preconceptions without giving the entries a chance to speak for themselves.

4. **LIGHTING:** In photography, "Light is law." It is the only thing that makes it possible to expose

film. Skillfully handled, the result can be a work of art; badly handled, the result is a total failure or a snapshot at best. A picture made with on-camera flash and no other light would be a snapshot. The photographer should be given full credit for use of multiple flash, supplemental reflectors, or a well developed room lighting system, depending on the quality of the execution. Natural sunlight is superior to flash systems, but even it can be badly handled. The best execution of any limiting system in model photography is one that produces a realistic, natural appearance, without multiple shadows (there can be only one sun!), with accurate color, and without excessively harsh contrast and black holes devoid of details.

5. **EXPOSURE:** If a print appears washed out, or shadow details are obliterated, it is obvious the negative was improperly exposed. If a slide is too dark, it is underexposed; if bleached out, overexposed. However, the judges may decide that an unusual exposure was skillfully handled to achieve a desired mood or dramatic effect.

6. **FOCUS:** Model photographers should strive to maximize the appearance of sharpness throughout the photo to achieve realistic results. Generally, "selective focus" is not desirable in model or prototype photos, since it produces fuzzy areas that are distracting; but there are always exceptions, and the judges must determine whether the photographer achieved his or her goal or not.

7. **DIFFICULTY:** In prototype shots, this relates to motion, lighting conditions (including weather), selection of an appropriate viewpoint, inherent danger and the knowledge of special techniques and equipment. Night photography, for instance, is considerably more difficult than shooting an idle locomotive with the sun over your left shoulder. Model photography involves a different set of technical skills for close-up work while maintaining adequate depth-of-field. Lighting models adequately can be difficult and complex as well. Since a model may be photographed many times with different settings, there is little reason to see poorly lit photos of model scenes. A prototype may be available only once.

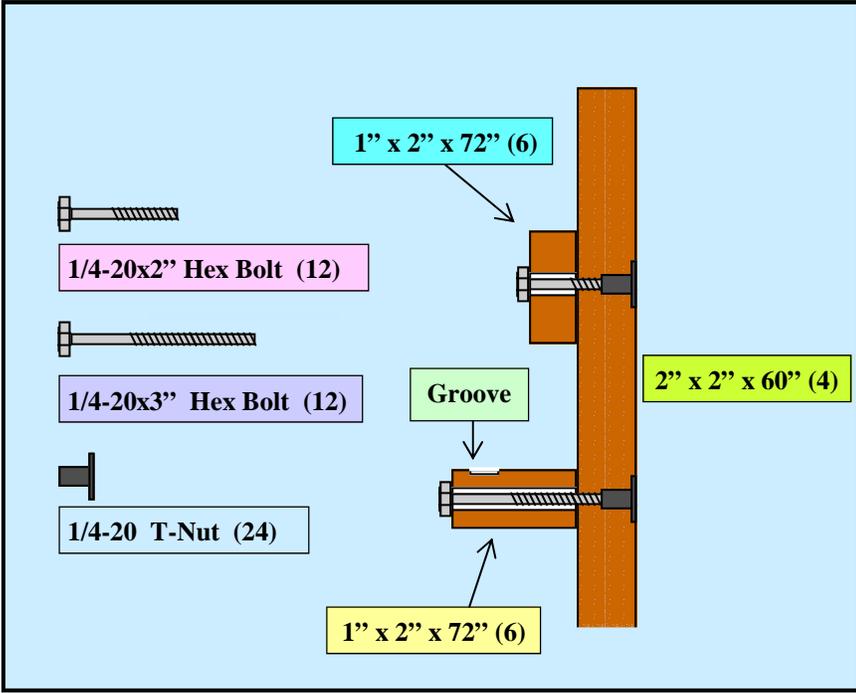
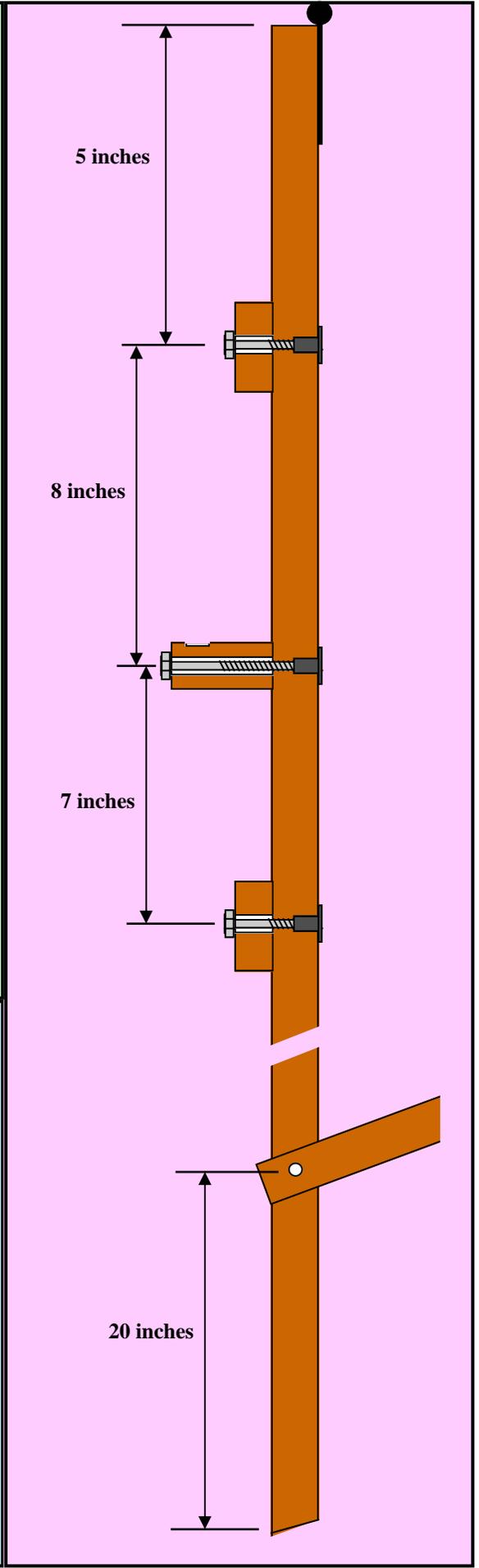
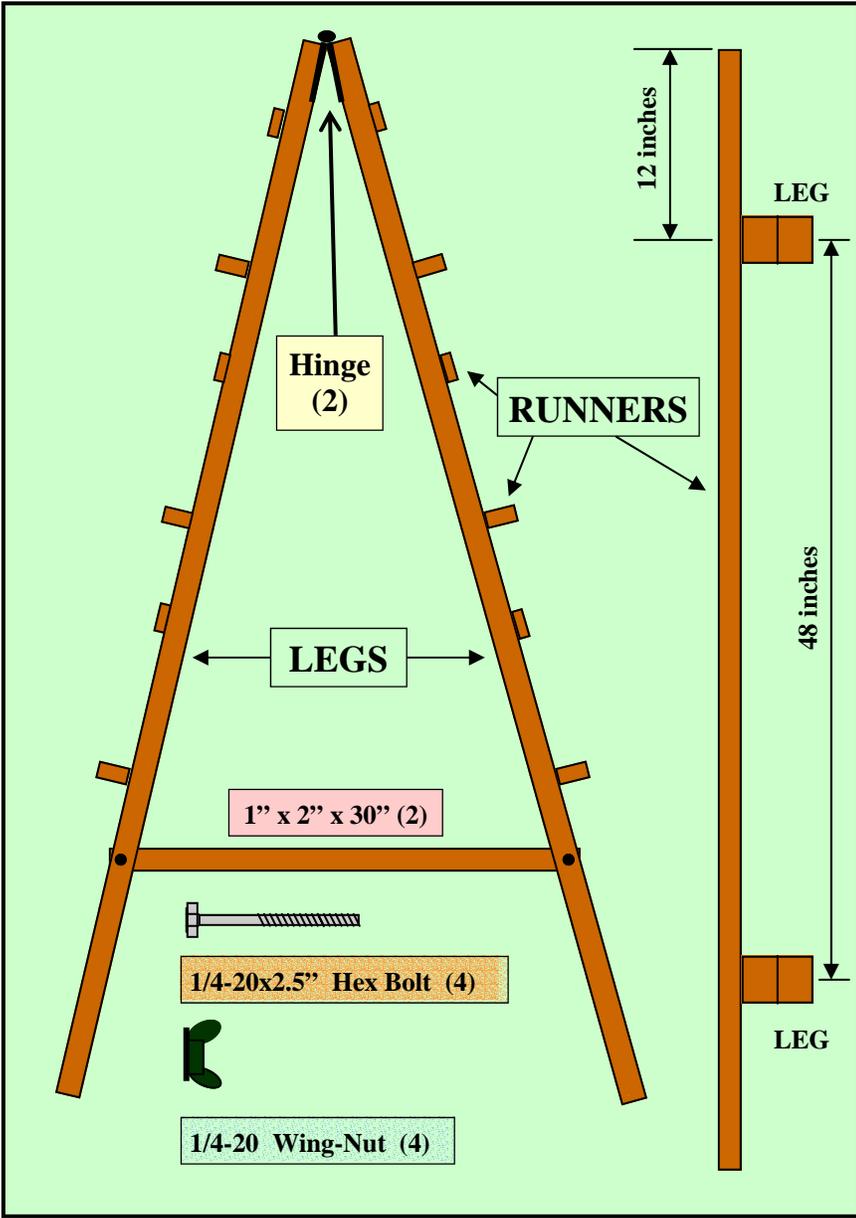
8. **SPECIAL EFFECTS:** This would apply to deliberate blurring or panning to accentuate motion, long exposures at night to create light streaks, multiple exposures, shooting through smoke or fog, using filters, print toning, or any other special effects limited only by the photographer's imagination. In model photos, special effects include smoke and steam simulation, fog, panning and wheel spinning, harsh weather conditions, and more. The final evaluation should be, as always, a response to how well the effect achieved the desired result: did it work, and is the result pleasing or evocative enough to have made the effort worthwhile?

9. **TECHNIQUE:** Is the color pleasing, correct, or believable? Color saturation should also be evaluated. To some extent this is influenced by the quality of processing; however, whether the result is acceptable or not is a judgment for which the photographer is responsible. An unsatisfactory processing job may be redone. Black and white is more often controlled by the photographer, because more of them process their own black and white than do their own color. Good blacks and mid-tones, clean whites, and careful contrast control are essential to all contest-quality black and white prints.

10. **FINISH:** Consider the impact of the presentation of the entry. Prints should not be streaked or blemished and should be bonded correctly to the mount, with carefully measured borders. Mounts and mats should be clean and neatly cut, lie flat, and not show excess mounting tissue or adhesive around the edges. Slides should be clean, free of fingerprints and scratches, and fixed firmly in their mounts that protect them from damage and hold the film flat. If a slide or print is not suitable for publication reproduction, it should not be considered for an award.

## E. Awards

1. Plaques shall be given for First, Second and Third Place in each category, together with as many Honorable Mention Certificates as are deemed necessary by the judges. The decision may be influenced by the size and quality of the field.



# SATURDAY, FEBRUARY 26th

# AUCTION

**RAILROADIANA**  
**TRACK ARTWORK**  
**CARS**  
**LOCOMOTIVES**  
**BUILDINGS**  
**ACCESSORIES**

**TREES**  
**SCENERY**  
**ROADBED**

**\$30**  
**\$10**  
**\$50**  
**\$100**  
**\$20**

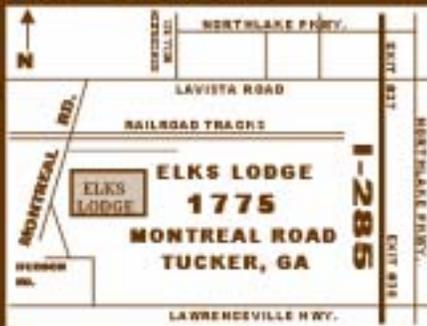
69  
 147  
 11  
 87  
 43

**Model Railroad Auction**

Bring your no longer used trains, locomotives, cars, buildings, and track to sell. Find little jewels you have been looking for. A **LIVE AUCTIONEER** will conduct the bidding and the action can get very lively.

Food & Beverages will be available.

**AUCTION HOURS: 6 PM — 11 PM**  
**CHECK IN & SETUP: 5:00 PM**  
**ADMISSION: \$5.00**



## PIEDMONT DIVISION

*Of the Southeastern Region, NMRA*

### DIRECTIONS:

**From the North:** Take I-285 South to LaVista Rd. Exit #37. Turn right & then go to the 5th traffic light—Montreal Road. Turn left on to Montreal Rd. & go .7 mile, cross over the railroad tracks. The Elks Lodge is the first building on the left after the tracks.

**From the South:** Take I-285 North to LaVista Road Exit #37. Turn left and then go to the 6th traffic light—Montreal Road. Turn left on to Montreal Rd. & go .7 mile, cross over the railroad tracks. The Elks Lodge is the first building on the left after the railroad tracks.

# Starting an Operating Group – Part III

## By Bob McIntyre

This is the third installment of starting an operating group. In the first article I outlined the history of how I got involved with model railroading and how the Susquehanna Valley and Southern Railroad (my railroad) came to fruition. The second article discussed how the Chattahoochee Express Operating Group got started. It talked about what we do as a group both in the initial stages of operating and building layouts. This time I want to discuss actual operation.

As a refresher the Chattahoochee Express Operating group was formed as a way to get some layouts built and operate them in a prototypical manor. As we are doing this, the main goal is to have fun, build relationships, learn more about model trains from each other, and how to operate them. When you think about it going from a group having no layouts to operation is a big order. However, when you place nine model railroaders together the challenge shrinks considerably. A large operation oriented usually takes many years to build. When you successfully get a group working on a layout the construction time shrinks dramatically provided you have a plan of action.

What has really helped the group is the addition of George Bloodworth and his L&K Railroad. The L&K is a freelanced railroad loosely based on the B&O in the 1950's. What was nice was George had the railroad up and running when he joined the group. He was interested in operation and brought a willingness to learn. He also knew digital operation and this helped the other members of the group troubleshoot and learn the Digitrax system. Digitrax is the main system we use but NCE is installed in one layout.

The Susquehanna Valley & Southern is about 75% operational. The mainline is fully running. The two rail yards at Altoona and Enola are virtually complete. Three of the industrial sidings are capable of handling operations with the fourth soon to be on-line. This provides enough action to keep a dispatcher, two yardmasters, local train operators, and mainline engineers busy. George's layout has three rail yards operating with a minimum of three industrial sidings providing activity. Both layouts can keep from six to ten operators busy in an evening.

Our Group now has nine full time active members. Here is who they are and what they model:

1. Bob McIntyre – Susquehanna Valley & Southern, The Pennsylvania Middle Division in the early 60's (Once in a while the transition era), operational.
2. George Bloodworth – The L&K, Freelanced Railroad based on the B&O in the 1950's. Pennsy locomotives and operating equipment make frequent appearances. Operational.
3. Randall Watson – St. Louis & Southern, The Norfolk & Southern in the modern era. Under design and early construction. The basement is being finished.

4. Mike Deaton and his son James – The Joint Line – The Santa Fe Railroad in the mid 1970's. Under construction.
5. Chris White – British Railways, Waterloo to Wessex – Railroading in Britain in the early 1960's. Operational. Scenery is underway.
6. Brian Glock – The Sugar Valley & Sweetwater. Under construction
7. Bill Parks – A member without a layout. Interest in the Seaboard Airline, Eventually he will build the Seaboard Airlines, Baldwin Subdivision in the early 1950's.
8. Ovidiu Trifanescu – A member without a layout. His interest is in European and American Railroading.
9. Howard Goodwin – The Great Cyprus lines. A freelanced railroad, under construction.

From above list one can see that you do not have to have a fully operational layout to start an operating group. Our group went from no layouts to a whole lot of activity. In the beginning the entire focus was on design and building. Now the focus is a mix between design, building, and operating. It is a nice blend.

If you have made the decision or are thinking about operating you are going to need a bunch of people to do the assigned duties. One person can get it started but will not make it happen. You should have a dispatcher to keep things running smoothly. You are going to need mainline train engineers. Somebody has to operate the yard or yards. You may need branchline train operations to service industries.

You will benefit from operators with different levels of experience. The more one operates the better his or her skill set will increase by the more hours and varying jobs one does. What I mean by that is if you only run a mainline train you are not going to get better as a yardmaster. If you are always a yardmaster your skill set will not improve as a dispatcher. In our group most of us had never done more than operate a mainline train when we started. Now that we are into it the skills are getting better as yardmasters, dispatchers, industry switchers, and troubleshooters.

There are nights when we do not operate. We spend 25% operating and 75% building layouts. This ratio will continue to grow towards the operating side as other layouts reach greater levels of completion. The different skills of the members help in this area. Some are good in electrical, some love construction, others scenery, and some will fill in where needed. Once you identify the skills of each member you can place them in areas where the highest quality of work gets completed. However, every now and then I recommend changing the team member

## **SV&S Operating Session September 23, 2004**

- 1. Passenger Train #46, F-7 - Departs Pitts. Destination Phila. Stops at all station locations.**
- 2. Freight Train # 49 (GP-7's) - Departs Enola. Destination Pittsburg**
- 3. Coal Train # 16 (FA2 A&B) - Departs Pittsburg. Destination Altoona**
  - a. Drop off all hopper cars at Altoona
  - b. Store motive power
  - c. Use local SD-7 to move hopper cars to tipple and fill with coal
  - d. Return all full hoppers to Altoona & with previous motive power move full train to Enola Yard. Weigh all hopper cars at Weigh Station prior to returning to Altoona.
  - e. Proceed to Enola with full hopper train.
  - f. Drop off full hoppers at Enola and pick up empties at Enola and return to Pittsburg.
- 4. Train # 1 (U Boats) - Departs Pittsburgh. Destination Enola Yard. Final destination Pittsburg**
  - g. Drops off BAR, Sioux City Dressed Beef, Swift Premium (all), and Great Lakes & Eastern Reefers at yard. These are to go to Meat Packing from local
  - h. Pick up Pennsy Box Cars # 24302, 23994, REA, 6119 (2), & Morrell Meat reefer.
- 5. Commuter located in Altoona - Stops at all stations. (make up with FP-7's)**
- 6. Meat Packing Plant - Unload all existing cars now stored at plant. Move them to Enola via BO GP-7. Pick up cars dropped off from above Train #1. Return to Meat Packing Plant. Unload all cars at Meat Packing Plant.**
- 7. Passenger Train # 87 - Departs Harrisburg, Exchange Head end car with one on train with the one on siding at Harrisburg. Stop at all major stops. Destination Pittsburg.**
- 8. Train # 60 - Departs Phila. Destination Phila. At Altoona drops off all N&W, LV, Reading, SP & LN Box Cars. Picks up all fuel tank cars.**
- 9. Passenger # 4 - Departs Harrisburg. Destination Phila. Stops at Huntingdon, Altoona, and Harrisburg.**

### **Rules of the SV&S**

- 1. Dispatcher has control of the RR**
- 2. Yardmaster has control of the Yards her or she is operating**
- 3. 15 mph in the yards and yard main line**
- 4. Lights on at all times**
- 5. Sound is optional**
- 6. Commuter is priority #1**
- 7. Passenger is priority #2**
- 8. Main line Freight is priority #3**
- 9. Local Freight is priority #4**



*The original members of the Chattahoochee Express Operating Group. From left: Brian Glock, Bill Parks, Randall Watson, Bob McIntyre & Chris White. Bob McIntyre Photo*

assignments so skill sets have a chance to improve.

Now let's look at the facts of operation. The plan is for both the L&K and the SV&S to have a fast clock (the other layouts under construction will utilize them also). George has installed one and we have one operating session under our belt where we used it. I plan on having detection operational and I have the Digitrax BDL-162's in place to make that happen. Eventually I want have signals operational (at the time of writing this article Railroad & Co. software has been installed and is being programmed). This is the plan for the St. Louis & Southern and the Joint Line. You do not need the fast clock to begin operating. I believe as you are learning it can be a distraction. We have started with simple train orders. These are simply a list of trains and what they are supposed to do over the operating session. Usually they are listed out on a single sheet of paper. Next to or below the train are the individual train assignments for the evening.

For example, if you have designated Train # 41 as a mainline freight. On the train order it lists the trains origin or departure as Pittsburgh staging. This is where the operator of the train will find it. It will tell the engineer when to leave the yard (make sure to ask the dispatcher first!). It will then instruct the engineer what to do with his rolling stock as he works around the layout. A

major yard on the SV&S is Altoona. At Altoona Train # 41 may need to drop of all covered hoppers (4) and pick up (4) waiting in the yard. All of sudden your railroad has a reason for existing.

In order to make it more interesting you can originate a local freight engine to take those three covered hoppers to an industry. While you are taking the cars there you will need to pick up some cars from that industry and take them back to the yard. Those returned cars might need to be picked up by a mainline freight train and that train terminates at a staging yard. Your creativity can go to work as you orchestrate the movements of trains.

You will also need to classify the trains based on priority as they run around the layout. This is why you need those passing sidings. If your Class # 1 train is a passenger train the Class of trains below # 1 will need to get out of the way. The "get out of the way" works it's way down through the classes. This is where the boss or Dispatcher's job becomes critical. He or she has the power to direct the train movements.

On the SV&S and the L&K the duties are selected either by volunteering for positions or are assigned. The operator reads his or her job and away you go. Each of the two operating layouts also has sets of rules that are in force at all sessions. These are

posted and reviewed prior to each session.

The rules of the railroad can be (but not limited) things that are listed below:

1. Estimated speed of trains (mainline) in the yards.
2. When to have headlights on or off.
3. Operating sound (horn or bell).
4. When to seek permission from the dispatcher.
5. Hazardous cars and their location within a mixed freight.
6. Staging yard availability
7. When to report into the dispatcher on mainline trains.
8. Signal aspects and what to do with them
9. Train orders
10. Other items.

Let's discuss a typical operating session on the SV&S. Before the session I sit down and review the trains that were in place. These are the ones I typically ran around the layout for fun. I made a review of the yards that are operational and the industrial sidings. I then figured that we were going to operate for about three hours.

There are two staging yards. They both can store 3 trains on the sidings and one can be located on the mainline. Recently I decided there were not enough staging tracks and more are going to be constructed. There are yards at Altoona and Enola. At the present time only two industries have been used. The first is Penn Valley coal, which is a fully operational tipple with a weight station (a piece of paper designating that it is there). The second is Bald Eagle Meat Packers. Both can keep on operator busy for almost an entire operating session. So this gives us the ability to switch cars from mainline trains originating from off the layout (outside of the Middle Division of the Pennsy) at Altoona and Enola. It also provides interesting local switching at the coal tipple and the meat packing plant. With a bit of creativity you switch cars for these industries at the yards. All of a sudden the yardmasters are very busy.

In an effort to keep it simple for both me and the operators I got a sheet of paper and started numbering the trains and placing them in order of when they were to operate on the railroad. Each train has an assignment and this is written out on the paper. As the trains go around the layout they impact the yardmasters with assignments. The assignments are listed on the sheet. Lastly, the priority routing of the trains are listed. This allows the dispatcher to direct the trains on the mainline. It is important to mix up the priorities. This provides more complex operation and more operating interest. Generally, the list of priority trains is the following:

1. Commuter trains

2. Mainline Passenger Trains
3. Secondary Passenger Trains
4. Through Freights
5. Local Freights
6. Extras
7. Work Trains (unless it impacts the operation of the mainline such as the mainline is out or a derailment)

If you start this way interesting things will happen. You will find some assignments work very well and others get confusing. One of biggest challenges is where to originate and terminate trains. Staging yards get full very quickly and this can be a challenge. Also, if you do not monitor the flow of traffic into the yards the yardmasters can get overworked. As you start to develop an operating schedule you begin to understand that a session is simply a role-play. You are the choreographer and the people operating on the layout along with the trains are the actors. Slowly the models on the layouts come to life.

Now many of you may not want to start a group or operating session because you are concerned about problems. I can assure you that I have never been on a layout operating that that has not had a least one problem. If you have one you will not be alone. If you want to get your layout better have a group over for operation. All of those "little" problems that you were going to get around to fixing will show their ugly head when someone else starts to run your trains. On the flip side if others can come over and run your railroad without problems it shows that you have done a quality job in planning and construction. Each time you operate and fix problems your layout will run better and better. It is continuous improvement in action.

In conclusion a prototype railroad is very routine. The same passenger trains run each day along with many of the same freights. Try and keep the operations the same with minor changes. The operators will take the same job and continue to improve. Session by session things will get smoother. If you are new to operation do not be afraid to change jobs. If you have never done it before it may feel uncomfortable the first time but you will get better. As for me I was scared to death of yardmaster but after an evening of being one I really enjoy the assignment. The one thing that is important is the other operators need to show patience as you learn.

If you are not in an operating group and want to get into one start talking to your friends. It will take your layouts to a new level. In the long run you may find another aspect of the Model Railroading Hobby that you really enjoy.



**Robert L. McIntyre**  
President

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## The President's Car Robert Beaty, MMR



I am writing this before the final Holiday rush. By the time you get this I hope all of your Holiday wishes came true, you all had wonderful family times together and the New Year is offering prosperous and wonderful new opportunities.

Your Officers and Directors have been working to resolve any conflicts between our Constitution and Bylaws and the new NMRA Regulations. We will review the final recommended changes at our mid-year meeting in January and authorized the changes to be published and submitted to you, the membership for ratification. You can expect to receive the proposed By-laws during the first quarter 2005.

In addition to the By-laws revisions, the BOD has also been developing plans for a unique revenue generating project to supplement dues and also a plan to resolve the cost of publication and delivery of *The SouthErneR*.

For the past three years the BOD has wrestled with the increasing cost of providing our region publication to the membership. During that period, we developed the *E-SouthErneR*, expanded the web page as a communication tool and provided *The SouthErneR* as a downloadable expanded file. The publication costs for the electronic version are practically zero while the printed version that often arrives late is about \$8.00 per member per year (that is why we raised the dues 2 years ago). Now, under the single membership concept of the NMRA, dues are collected by National and a portion (still to be determined) will be reapportioned to Regions to supplement costs of NMRA programs and communications. The previous SER dues of \$10.00 is now a subscription fee for the printed copy of *The SouthErneR*.

The publication and posting of the Region publication on our web-site meets the By-Law requirement of providing each member of the Region a copy of the publication. It does not resolve the issue of providing a copy to current SER Life Members who do not have a computer or members, Life or Regular, that want a printed copy. The electronic version is superior in content and format to the printed copy. Do we as a Region continue to provide two versions, one of which is inferior? There are certain cut points where cost of publication/printing increase and a count where bulk mail costs increase.

The issues that the BOD must resolve this year are:

1. Will the printed version of the publication continue to be provided?

2. If so, what will be the format and content of a printed version?
3. How would/should it be distributed?
4. And finally, what is the BOD's obligation to provide a printed copy of *The SouthErneR*?

I would like your feed back to either Paul Voelker, the editor, or to me.

At the fall BOD meeting the Registrar presented, at my request, some revealing demographic information about our membership. There are now 1078 NMRA members residing within the boundaries of the SER. Of those, 577 are what were formally referred to as SER members (paid dues to the Region). Today under the new NMRA regulations, single membership is exactly that, one membership fee paid to National gives membership status in the Region in which the individual resides. The previously collected SER membership dues are now considered a subscription fee for the Southerner. But neither the fees nor the national kick back will fund the publication AND the necessary NMRA programs such as AP and Contests. Most of our members are on one year renewable membership. (The HQ has not quite worked the bugs out of multiple year memberships)

Some of the age statistics are interesting. Our oldest member is 86, our youngest is 5. The median age of the NMRA membership is around 62, the median for our Region is 59, with the largest single age group falling at 57. This is referred to as the "graying of the hobby." The competition for younger members is strong. Not only are the demands on a family greater today, the demands on individual free time is more significant than ever before. It is not only video games, it is soccer, Little League, Ballet, music practice and a myriad of other equally important and time requiring family activities. The challenge to those of us that enjoy this hobby is to encourage, invite, explain and demonstrate the joys that can be achieved within a family with the hobby of Model Railroading. That is where those of us that are members of the NMRA can make a difference. Support the Division in your area, bring a neophyte to a meeting, and take time to answer questions at a train show, or invite someone to your home layout to see what you have done.

There are several ideas currently at work within our Region that can and will help us introduce others to the hobby. Two of them are: the Piedmont Pilgrimage (Piedmont Division) and Train Days (Steel City Division). Both of these outreach programs carry no baggage about membership but are designed to introduce the hobby to others. What has your division done to grow the hobby? Crossville (TN) Model Railroad club held a fantastically successful open house. And several potential new modelers (notice I did not say members, yet) were identified and encouraged to

join the fun. The new Rail Pass membership to the NMRA (6 months) is a great tool to encourage potential members to test the waters, and try us. Division Supers, share what you are doing in your areas to attract new modelers.

Finally, I want to talk up the forthcoming conventions. This spring, we will all join together in Montgomery. Not only will we have the usually fun filled opportunity to reunite with our friends from across the Region, it will be an opportunity to show off your modeling skills either in the contest room or in our "just for fun" Barn Contest. Go ahead and register today. Forms are in this publication and on the web site.

Next year 2006, we are finally going to return to Memphis, TN for railroads, ribs and relaxation. They have a great

venue and a lot of quality modeling to share with us. The Memphis group is going all out to provide some really unique and fun events. Have you ever wondered how a FEDEX package got to where it was supposed to go? Down the line in the long range view, we will have a chance to meet again in 2007 in Georgia. The Piedmont Division will host us in an affordable and accessible location north of town.

Please feel free to write me, email me or call me about anything in the Southeastern Region. Your BOD and I can better serve you if we know your opinions, ideas and concerns.

Bob Beaty, MMR  
President

## The VP's Keyboard Pat Turner



The V.P. has been busy of late, unfortunately it has not had much to do with model railroading. The last three months have been consumed by building a house, remodeling/moving and of course working. I have had little time for railroading besides the kind that pays the bills (CSX). I can now see this busy time coming to an end and there will be some time for other activities.

During this time though I have had some time to think about different issues. One in particular that has come to mind is promoting the hobby. In these colder months of the year as we are in now we tend to do more work in the basement and get more modeling done. But this is also the perfect time to help others develop their interest in model railroading.

Trains are still a big gift item during the holidays as well as something more and more people use as a decorative item around the house. Most of these trains get put away after the first of the year and don't come out again until next season. There are several reasons these people put there trains away. But, the simple fact is they just might not know any different or what else to do with them. Now I realize you are reading this after the fact as far as the holidays are concerned. But, this is no reason you cannot ask your friends and co-workers what they did with the trains they had out during the holidays. See if they have an interest in doing something more with them. Remind them that this time of year is perfect for working inside the house on a little project to take your mind off the day to day worries of life. If you have the time make the offer to come over and see what they have to work with or invite them over to see what you have done or are working on. A little time could

pay off in a new model railroader, a new railroad friend, or a new railroad for you to operate at.

I just thought I would take this time to take you off on this tangent and we can all see where it leads each of us.

Also, don't forget while you are working in the basement in 2005 to be sure to get that Barn I know you are working on ready for the SER convention. See the Barn contest rules elsewhere in this issue.

Pat Turner, SER V.P.  
candsn3@mindspring.com

### DAVE MULLER AWARD

As a reminder, the categories with applicable points are below. All Division Superintendents submit your candidates name and point count by March 1st of each year to be presented at the SER Conventions currently held in May.

CERTIFICATES OR DEEDS DONE	POINTS
Holds "Volunteer" Certificate	20
Holds "Official" Certificate	15
Holds "Author" Certificate	10
Other Certificates, MMR, Gold Spike Award	10
Has put on one or more clinics (per clinic)	5
Active in putting on a Division convention (per full day)	5
Active in putting on a SER convention (per full day)	10
Active in putting on a National convention (per full day)	7
Organized a modular and/or sectionals layout show	15
Active as a contest or AP judge during a convention	10
Active as Committee Chair for at least 6 months this year at Division level or higher	10
Served as an AP judge for at least 6 months	10
Active in a modular or sectional layout	5
Boy Scout Merit Badge program (per badge)	5
Signed up one or more members to both NMRA & SER (per member)	3

Send nominees to Lenny Polinsky at:  
[lenpolinsky@bellsouth.net](mailto:lenpolinsky@bellsouth.net)  
 Or by snail mail to:  
**Lenny Polinsky**  
**P.O. Box 804**  
**Rex, GA 30273**

## Convention Chairman Tom Cusker



timeline showing when you should start various stages of your planning. That is where you come in. It is time to start looking for a 2008 host.

For those of you who do not know me let me introduce myself. My name is Tom Cusker and I was the co-chairman of the 2004 Convention in Birmingham. Following that convention President Bob asked me if I would take the position of the SER Convention Chairman. Since July I have found myself contacting and visiting with folks all over the Region talking about conventions. I am happy to report that for the first time in several years we have conventions planned for several years out.

I am asking any Division or Train Club in the SER Region that would think about hosting a convention in 2008 to please contact me. There are many areas of the division we have not been to for several years (or at all) and most of the members would like to come visit you. You can plan and organize a convention with 5-8 members. As SER chairman I will work with you to help pick a site in your area. You do not need to hold all the activities at a single site. Hotel and clinics can be at one site and the train show at another. Hotel can be at one or multiple sites and the clinics and train show at another. We are very open to various options that will allow smaller areas to hold a convention. I will help you get your clinicians as well as a guest speaker. If you are short on members the SER will help supply volunteers to help you run your activities.

- 2005 will be hosted by the Dixie Division in Montgomery, Alabama May 27<sup>th</sup>-29<sup>th</sup>.
- 2006 will be hosted by Bluff City Division in Memphis, Tennessee June 9<sup>th</sup>-11<sup>th</sup>.
- 2007 will be hosted by Piedmont Division just north of Atlanta May 18<sup>th</sup>-20<sup>th</sup>.

Come on Superintends talk to your Division about being a host. I know many of you will say I cannot commit my Division for 2008 because I will not be in office then. That's OK. You can offer to be the convention chairman. You do not need to be the Superintendent to be the Convention Chairman. Also remember, you do not need to be the Superintendent to bring this up to your Division or Club.

Details about the 2005 Convention can be found else where in this edition of the Southerner. Details about the 2006 and 2007 Convention will be in future issues of the Southerner.

If you are interested you can contact me by email at [Tom.cusker@motion-ind.com](mailto:Tom.cusker@motion-ind.com) or call me at 205-951-6104 days.

Another activity I have been working on is the rewriting of the SER Convention handbook. The last major update done to the book was more than 15 years ago and many things have changed in this world of ours. The best thing I can say is DOING A CONVENTION IS EASIER than it was years ago. The use of computers and the Internet has reduced the workload and help reduced the cost. I plan on having the new handbook available in early 2005 for anyone that wants it. A section of the handbook will contain a

## Good & Welfare Dudley Ross



One letter was returned because the addressee was deceased, Robert Reinke of Columbus, GA. I checked the Columbus Ledger-Enquirer obituaries; Col. Reinke died on February 16, 2004. I have written Mrs. Reinke a letter of condolence.

I took over the Good and Welfare chairmanship from John Stevens on the 1st of October and will try to keep up his good work. Since assuming the position, I have written 35 "Milestone Birthday" letters:

I will appreciate members letting me know of any births, marriages, illnesses, deaths or any other events pertaining to S.E.R members they know about and would like me to write to.

- 14 in October
- 11 in November
- 10 in December

I look forward to working with each and everyone.

The Piedmont Division has asked that I keep them posted as to what Piedmont members have had Milestone Birthdays. I have done so by sending a list of those members to John Stevens.

Dudley Ross

## Education Department Dean Belowich, MMR



railroads, both as an enjoyable pursuit, and a community safety issue. Free materials can be obtained from the regional OLS office to distribute.

Happy New Year ! By the time you receive this issue of the Southerner, it will be 2005 and we will be well into the “modeling season”. Most people, including myself, tend to do more modeling and layout improvements during these cold months, so here’s hoping you are too!

Once we get the interested individuals to our meeting, shows and activities, then we can work to promote their membership in the NMRA. There are a myriad of programs aimed at the beginning modeler, such as local meetings, clinics, and the junior college program. Some of our divisions have also hosted make-it, take-it sessions where young beginners can experience building a model car or structure. As members advance, they can then enjoy even more programs such as the Achievement Program, Contests, and Modeling with the Masters.

This is also the time of year when we are most involved locally with our members and potential members. Case in point being the Piedmont Division’s recent “Piedmont Pilgrimage”. While I have not been to this event, it is a great chance for people to see the progress of that area’s layouts, meet the builders and introduce new people to the hobby and the potential enjoyment that they can gain from it. The Grand Strand Model Engineers here in Myrtle Beach also have a public open house the entire month of December for people to see their layout and meet the members. And most divisions have held a train show within the past 3 or 4 months.

Our most visible event as a Region is of course our Annual Region Convention. Tom Schultz and I will be working to include many events at our next convention to be held in Montgomery, AL in May, 2005. We are working on several different events including a possible make-it, take-it session; a junior modeler contest; and several other fun ideas for youth, beginners, and seasoned modelers.

While this column and my new position were set up for the education of NMRA members and to promote the programs within the organization, it also is a great place to share ideas for the introduction of the hobby to non-members. Shows and events, such as those described above are examples of that. Obviously the efforts and results will vary within each division, but the satisfaction of knowing you have given people a glimpse of our great hobby is 100%. So if you are in a division that holds and promotes such events, get involved. Volunteer to help or at the very least, meet new people and let them know your involvement in the hobby.

Thanks to Carey Jenkins and Pat Turner, we will again be holding a theme competition, apart from the regular model contest. This year it is a Barn Diorama. For particulars, see the guidelines elsewhere in this issue.

These in conjunction with all the other aspects of our convention should help to really make this an education oriented event. If you are interested in helping in any of these programs, giving a clinic, or have any other ideas that you think would be helpful and educative, do not hesitate to contact myself or our AP and Contest chairman, or your local Division Superintendent. Let’s keep working to educate ourselves and others in our great hobby!

Most towns of size within our region have Boy and Cub Scout Troops. The Boy Scouts have a Model Railroading Merit Badge which their members can earn. John Stevens in the Piedmont Division has been a very vocal proponent of this program and has assisted many Scouts in earning this badge. He can certainly give you tips on how to help your local troop in promoting the hobby.

And promotion of the hobby does not have to stop or start at the modeling level. Getting people educated about railroads in general can lead to their interest in the hobby. Operation Lifesaver is an important and useful tool to learn about and promote the image of



# FALL SER board of directors meeting

ALPHARETTA, ga - October 2, 2004  
Submitted by John Stevens - Secretary

The following board members were present: President Bob Beaty, Vice-President Pat Turner, Secretary John Stevens, Treasurer Randall Watson, Executive Advisor Phillip Hutchinson, Director Mike Ferry, Director Tom Schultz, Director Scott Perry, and Director Paul Voelker.

The following committee chairmen were present: Conventions Tom Cusker, Achievement George Gilbert, Historian Joe Nichols, Sr, Piedmont Division Superintendent Bob McIntyre, 2007 Convention Chairman Howard Goodwin.

The following members were present: Charlie Crawford, Joe Nichols, Jr.

A quorum was present. Meeting called to order at 8:30 am.

President Beaty welcomed all the attendees.

President Beaty thanked Randall Watson and John Stevens for coordinating the meeting place and the layout tours. He also thanked George Bloodworth and Dr Joe Nichols, Sr. for opening up their layouts for the attendees.

President Beaty briefed the attendees on a new level of national membership called Rail Pass. This is a 6 month trial membership for new or lapsed members. Please see the national website for further information.

President Beaty briefed the attendees on the Region Trustee/President situation. Due to the passing of the LRP, he will no longer be the Region Trustee as of the National Annual Convention next summer in Cincinnati. President Beaty is interested in running for a National Trustee position. There is some question as to whether he can hold a National Trustee position and Region President. If he can't hold both, he will withdraw his candidacy and remain as President of the Region.

A motion was made to accept the Secretary's minutes from the 2004 Spring Meeting as published in the SouthErneR. Moved by Mike Ferry. 2<sup>nd</sup> by Randall Watson.

Motion passed by unanimous vote.

The Treasurer's Report was presented by Randall Watson. The Region has total cash and investments of \$20, 565.43. Total Liabilities and Reserves are \$18,568.71. Non designated cash is \$1,996.72. A motion was made to accept the report. Moved by Scott Perry. 2<sup>nd</sup> by Tom Schultz. Motion passed by unanimous vote.

Vice-President Pat Turner discussed the fact that most of his energy has been directed toward finding Superintendents for the HQ Division and the Palmetto Division. A couple of names were mentioned for the Palmetto Division, and he will contact them and report back to the BOD. He says he has no prospects for the HQ Division, except for himself. A discussion was held, and President Beaty appointed Pat as the new supervisor of the HQ Division. Pat also discussed the fact that he is coordinating a model display at the 2005 convention. This will be a barn display. He is working out the details with Contest Chairman Carey Jenkins.

Membership Chairman Tom Schultz led a discussion on setting up a mentoring or buddy system for new members. This program would probably not be workable for all divisions. If implemented, this program would earn points toward the Association Volunteer Certificate.

Registrar Howard Garner was not present. A discussion was held on the report that he had presented by e-mail.

SouthErneR Editor Paul Voelker led a discussion on increasing advertising revenue. We also discussed the possibility of a Region Hobby Shop Registry. Mike Ferry volunteered to help with the Registry.

No report was filed by the Education Chairman. A discussion was held on the e-mail report filed by the AP Chairman George Gilbert.

Web Page Chairman Mike Broadway was not present, but a discussion was held on his e-mail report. He wants to post a regional calendar. Earl Custard will assist him with this. A discussion on the primary goal of the web site was discussed. It was determined that the primary goal is communication to the members with the secondary goal being educating new members on who we are. VP Pat Turner was directed to contact division supervisors to let them know we have some space available for their web sites.

Outgoing Good and Welfare Chairman John Stevens reviewed the report he filed by e-mail. Dixie Division member Dudley Ross will be the new G&W Chairman. John and Dudley met this past week to transfer the G&W information.

### OLD BUSINESS

2004 Convention: Tom Cusker presented report on convention held in Bessemer, AL. He informed the board that they did well enough financially to present the Region with a check for \$2100. Tom Cusker, Tom Schultz, and all the members of the Steel City Division were thanked for a wonderful convention.

2005 Convention: Phil Hutchinson presented a report on next years convention in Montgomery, AL. Boone Morrison is the scheduled guest speaker. Watch the web site and the SouthErneR for more information.

2006 Convention: Bluff City Division has formed a 2006 Convention Exploratory Committee. Bob Beaty and Tom Cusker have visited Nashville to look at prospective sites. The Bluff City Division has notified the board that they would like to hold the 2006 convention. A motion was made to accept their offer. Moved by John Stevens. 2<sup>nd</sup> by Paul Voelker. Motion passed by unanimous vote.

2007 Convention: Howard Goodwin from the Piedmont Division briefed the board on their progress. The convention will be called "Trax to the Max". The site will be the Komatsu Facility in Cartersville, GA.

The convention will be the weekend before Memorial Day. Howard is lining up a very impressive list of clinicians.

Convention handbook: Tom Cusker briefed the board on the status of the Region Convention Handbook. The handbook has not been updated in a long time. Tom presented a list of issues which were discussed by the attendees. Tom has been directed to rewrite the handbook using information in his report and to report back to the board.

### NEW BUSINESS

By-Laws Committee Report: President Beaty has formed a committee to examine the Region By-Laws. He has tasked them with examining our by-laws to find out the changes that have to be made to make them comply with the LRP. Executive Advisor Phil Hutchinson presented his report. It was decided that the current by-laws with the proposed changes would be posted for all board members to comment. The board plans to have the changes in the Spring SouthErneR for the members to vote on the changes prior to next year's convention.

By-Law Change: Secretary John Stevens initiated a discussion about the makeup of last election's Nominating Committee. A number of members were uncomfortable with members of the committee running for office. The following amendment will be included in the by-law changes:

Article VII, 2), a) The Chairman of the committee shall be appointed by the President. Upon being appointed to the nominating committee, the appointee is ineligible to run for any position in the SER during that election, either on the ballot or as a write-in candidate.

Single Membership Committee Report: Director Tom Schultz presented a report about the implementation of the "Single Membership" which is dictated by the LRP. Under the old system, an individual actively become a member of the national, region, and division. Under the new system, an individual pays one dues and automatically becomes a member of the region and division based on their primary address.



Tom discussed many problems, the most pressing being the cost of the SouthErneR. The following recommendations were made.

- Install hit meter on web page to track usage.
- Examine and compare costs of paper print, CD, or downloadable from web site.
- contact Life Members

Due to the financial condition of the Region and the cost of the SouthErneR, the goal is to complete implementation of "Single Membership" by 9/1/05.

Non Dues Revenue Report: Scott Perry presented an in depth report on a proposal to raise funds by producing CD's containing modeling clinics. Scott made the following motion:

I make a motion that the board agree to launch the Clinic Disc program under the moderate approach and allocate \$1000 in funds for the project in order that it start immediately with a market launch date scheduled for November 1, 2005. Moved by Scott Perry. 2<sup>nd</sup> Mike Ferry. Six members voted for. One member voted against. One member abstained.

Scott was directed to proceed and report back to the board.

Pat Turner was directed to resurrect the SER merchandise program. He will coordinate with Paul Voelker and Mike Ferry.

Charlie Cole has requested he be replaced as Region Legal Counsel. President Bob Beaty will contact Roy Tritt to see if he is interested in the position.

The next board meeting will be held Jan 29, 2005. Chattanooga has been chosen as the location. Pat Turner will coordinate location and lodging.

A motion was made to adjourn. Moved by Tom Schultz. 2<sup>nd</sup> by Randall Watson. Motion passed.

Meeting adjourned at 1340.

Submitted by  
John Stevens  
Secretary



National Model Railroad Association  
**South Eastern Region**  
**Convention**

May 27, 28, 29, 2005

**Holiday Inn, Montgomery East I-85**  
**1185 Eastern Boulevard**  
**Montgomery, Alabama 36117**  
**334-272-0370**

*Friday-12pm-8pm (Registration, Clinics)*  
*Saturday-8am-6pm (Banquet 6-10)*  
*Sunday-9am-12pm (Breakfast 8-10)*  
*& (Annual Meeting 10-12)*

Full Registration \$90 (before 4/15/05)  
\$100 after April 15, 2005

Achievement Judging, Model Contests, Layout Tours, Clinics, Award Banquet.  
Bring an entry for Achievement Program assessment or exhibition.  
Vote for your Favorite Models

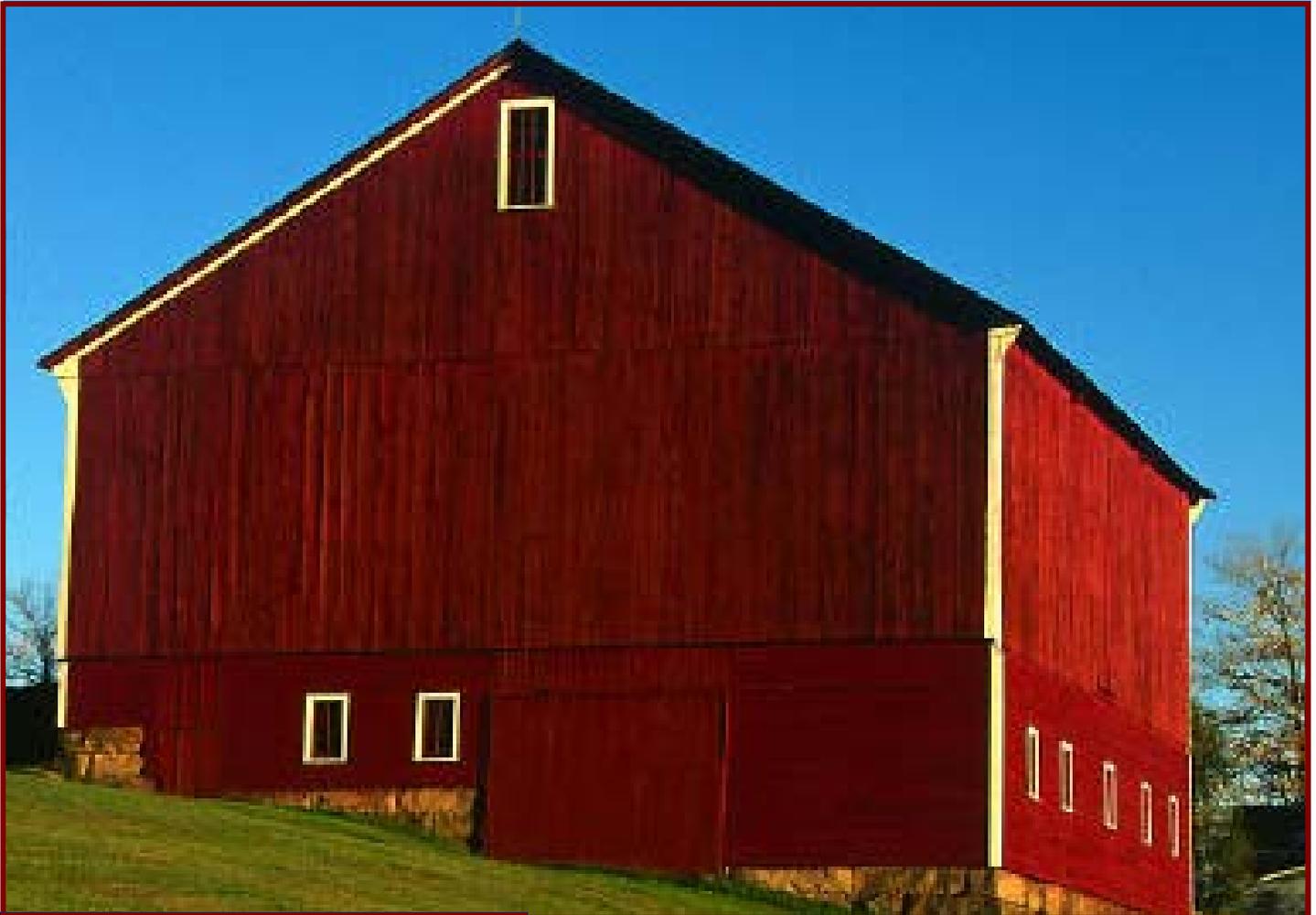
**Train Show at Alcazar Shriners Temple,**  
**555 Eastern Boulevard**  
**(3 minutes by Auto from Holiday Inn)**  
**Dealer Tables-Company Store-Modular Layouts**

For Information Contact:

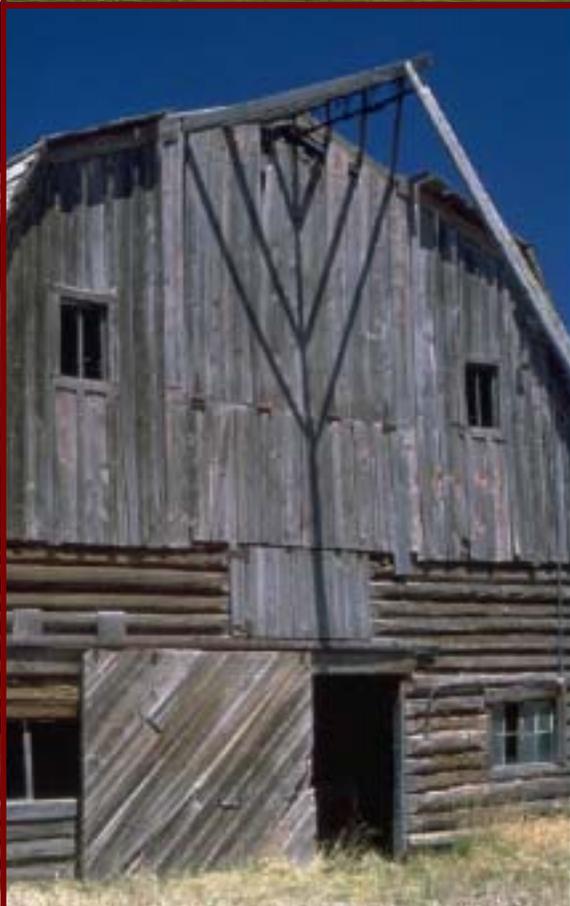
Phil Hutchinson at: 334-272-1923 or by  
Email at: philip\_hutchinson@msn.com  
info@camrrc.org

**NON-RAIL ACTIVITIES**  
**SER 2005 CONVENTION**

- a) **Montgomery City Fest;** Down town festivities, food, exhibits, games and music. 15 mins. from motel
- b) **Montgomery Zoo;** butterflies, birds, animals and a train ride around the zoo. 15 mins. from motel.
- c) **Montgomery 'Olde Towne';** a collection of houses and other buildings dating back up to 100yrs. 15 mins. from motel.
- d) **Eastdale Mall;** enclosed, air conditioned mall with ice skating rink. 10 mins. from motel.
- f) **Eastchase Mall;** open air shopping. 15 mins. from motel.
- g) **Oak Park Gayle Planetarium.** 15 mins. from motel.



# BARNNS



# Barn Contest Rules

as approved by SER Contest Chairman Carey Jenkins:

*The Barn Contest will be judged by popular vote and NO paperwork will be necessary. You can also enter it in the NMRA contest or have your model(s) judged for Merit awards by simply including the standard NMRA contest entry forms. For those wanting to enter it in the NMRA contest it would go in the Off-Line Displays category.*

**The following items must be included on the sceniced display to be considered for this special contest. Display sizes are shown below.**

1. A barn, not a shed, corn crib or chicken house. Definition of a barn: A large farm building used for storing farm products and sheltering live-stock We are talking about a real barn type building, but the design, style and size is up to you.
2. Two other buildings must be include in the display. Some suggestions are: outhouse, chicken coop, corn crib, pump house, farm house, wind mill, etc...
3. Three people and one animal must be included, more can be added if you like.
4. There must be at least one vehicle.
5. There must be proper ground texture and at least one tree.
6. There must be at least one sign, graphic or letting somewhere.
7. There must be some water on the display somewhere. Examples: bucket with water in it, pond, creek, water trough for animals, puddle on the ground, etc...

Sizes for all scales are as follows:

Z = 4"x4"

N = 6"x6"

HO = 12"x12"

S = 18"x18"

O = 24"x24"

G (1:20-1:32) = 36"x36"



*Anything else you are on your own, but if it fits in with the theme above it will most likely be accepted. Also, for those that have a fear of barns you can substitute a similar sized building as long as you follow all the other rules as listed above.*

Pat Turner, Pres. CSRR

[candsn3@mindspring.com](mailto:candsn3@mindspring.com)

<http://www.CedarSpringsRR.com>



# DIVISION REPORTS

## STEEL CITY - DIVISION 2

Tom Cusker—Tom.Cusker@motion-ind.com

The Steel City Division is alive and well having survived the Regional Convention in May, the National Convention in July and Hurricane Ivan in September. In August we had installation of new officer for the coming year. Those elected were Superintendent - Tom Cusker, Secretary - Sam Fell, Treasurer - Carey Ketchum and Asst. Superintendent - Elliot Eggleston. Due to all this activity we missed the Fall 2004 issue. I will try and get you caught up on our activities.

At the August meeting I gave a PowerPoint slide show on the home layout tours I attended at NMRA National Convention held in Seattle. This was followed by Glenn Samuel sharing his slides on the Heart of Dixie excursion train runs from 1976-1982. Most of the slides featured steam engines used on the line. This brought back many memories for some of our older members who have been in the area for years.

In September we had two activities planned. Mike McEachern was going to display his collection of antique stereopticon images of early western railroads under construction at the regular meeting. He brings several stereoscopes to allow everyone to view and enjoy these great old photos. Also, on Saturday September 16<sup>th</sup> several of our members were going to open up their homes for layout tours. Well the best laid plans were soon blown apart by a little wind and rain called hurricane Ivan. The storm hit the day before our meeting and power was not restored until the Monday after our planned layout tours. Fortunately none of our members were injured or suffered any major property damage. Both of these activities will be rescheduled for early 2005.

At our October meeting MMR Bob Beaty conducted a clinic on making figures for your layout that cost 2 cents each. While at the National Convention Bob attended a clinic called "Populating your Layout". This clinic showed you how to make your own figures in any scale from N to O for about 2 cents each. The materials are inexpensive and the process is very simple. Following Bob showing us the basics everyone was given a chance to try their hand at making some. Everyone really enjoyed this learning experience.

Our November meeting found us doing another make and take clinic. The division supplied everyone with a laser cut outhouse to build. Materials to assembly, weather or paint it were also on hand. MMR Bob Beaty lead the group giving some suggestions and ideas on how to get started. At the end of the meeting everyone who built an

outhouse had their name entered into a drawing. Sam Fell won a 3 pack of laser cut outhouses for his layout and Malcolm Sokol won a \$15 gift certificate to Oak Mountain Hobbies. Everyone really had a great time doing this project.

As you can see we have active meetings each month with about 25-30 members in attendance. We meet the 3<sup>rd</sup> Thursday of every month and if you are in the area you are invited to stop in. The location and time are listed in the Southerner. We have different programs every month.



## DIXIE - DIVISION 3

Phil Hutchinson—Philip\_hutchinson@msn.com

The CAMRRC web page has been visited many times already. Through the web page we have had several requests for assistance.

Arrangements for the 2005 SER Convention are progressing and we look forward to meeting all NMRA/SER members next May.

Several club members made a visit during October to the Wrecking Crew Train Show in Bessemer Civic Center. We also went to watch them working on their modular lay-out, and paid a visit to the 'O' scalers layout located in the same shopping center.

We were supposed to take our modular lay-out to Dothan in September but hurricane Ivan put a spoke in that wheel! We could not attend the rescheduled show in December, because we had promised to set up at the 'Old Alabama Town' Christmas Doll and Train show which runs from Thanksgiving through to New Year. This long time set-up gives us a great opportunity to catch up with maintenance.

The next outing for the modular lay-out will likely be the Empire Div. meet in Albany, GA, in January.

The club's Saturday operation sessions continue and some members are meeting on Wednesday evenings to continue operations. Visit us on our web page

Phil Hutchinson

**GULF - DIVISION 4**

Ed Dice—EdwardDice@aol.com

Well, it is winter again. Or that is what the weather man says. Forty degrees may not impress most of you, but it sure makes a lot of the Pensacola folks whine and scream in agony about it being too, TOO COLD. Wimps!!!

As expected, we are still digging out from Hurricane Ivan. Places still closed, but fortunately, all of the local hobby shops were lucky and had relatively minor damages from one broken window to wet carpet. Even the West Florida RR Museum Gift/Hobby Shop is back open and fully stocked. The RR Museum opened to the public just before Thanksgiving thanks to lots and lots of hard work by lots of volunteers, especially Museum Curator, Art Tuttle. The HO Layout is back operating for the public now that the porch has been rebuilt. We got some really great hands-on experience handling heavy railroad timbers with the old track laying tools and they REALLY WORK!

This report will be published in the late winter timeframe. The Dothan Train Show hosted by the Wiregrass Railroad Historical Society was cancelled at the last minute back last September by Ivan's arrival. It was rescheduled for 11-12 Dec with a whole lot of vendors planned for the show. Our Emerald Coast Garden Railway Club will/was there in full force. And we are planning to also be at the GATS in Mobile, 29-30 Jan 2005. This will be after our little exhibit for the local Train Collectors Association (TCA) in early January.

We had a great Pensacola Interstate Fair this past October. The Pensacola Model Railroad Club (PMRC) had two large modular layout, one N scale and one HO scale. Due to Ivan's damages to the Pensacola Naval Air Station, the Navy Recruiters had to cancel which left a large open space that was quickly and at the last minute filled by the Emerald Coast Garden Railway Club with its mobile G scale railroad. Lots of train running time that 10 day run of the Fair. The public was pleasantly surprised by the G scale trains, especially the kids.

The Fair G scale exhibit included many, many buildings that belonged to R. A. Caraway of Gulf Breeze, Florida. He suddenly passed away from surgery at the end of the Fair. His buildings added much needed character to the G train railroad with his circus tent, ferries wheel, carousel, old shanties, old cars, and farm. Kids and adults were constantly pointing out something they saw with all of the scenes. Much enjoyed by everyone.

After the GATS show at the end of January, we are looking at the annual Fairhope Train Show in Fairhope, Alabama which is hosted by the Southwest Alabama Railroad Modelers of Mobile, Alabama. Herb Kern and his friends

work hard to pull together a great show and it is always a pleasure. As always, SWARM is busy every month with their round-robin train get-togethers throughout the greater Mobile area.

In the Spring, the West Florida Railroad Museum will have its Spring Open House. It will be a welcome event given Ivan caused the Fall Open House to be cancelled due to flood damages from Ivan. Work to clean up and fix up the RR Museum will continue throughout the winter and on into Spring.

Over in Fort Walton Beach, the Miracle Strip RR Club continues its very active train sessions with their fully DCC permanent layout that operates several sessions a week to handle all of their members. One of those "good problems".

Happy railroading to everybody, and hope the Christmas and New Year season was great for you and all the best to everyone in this brand new 2005.

**PIEDMONT - DIVISION 5**

Bob McIntyre - robert.mcintyre@ge.com

It has been a very busy three months in the Piedmont Division! We have had a number of projects that have keep the volunteers active. The first major project has been the second Annual Piedmont Pilgrimage. Many of you attended the twelve layouts that were open last year for National Model Railroad month. We had over 700 visitors attend the open houses. This year we have over 30 layouts on tour. The Piedmont Division wants to thank everyone who has stepped up and got their layout ready for the event.

The Pilgrimage along with the Piedmont Division Annual Train Show in March is becoming one the Southeast's featured model railroad activities. The idea is to have numerous layouts open in regional metro Atlanta for public viewing. The whole concept is to generate interest for model railroading and bring new people into the hobby as well as the NMRA. Based on the initial attendance figures for the start of the Pilgrimage the plan is working and everyone is having fun!

This year's Pilgrimage is featuring a number of advertisers who have graciously helped to defer the costs of printing and distributing the brochure. We are encouraging you to patronize these quality dealers of model railroad supplies as you build your models and layouts in the upcoming months. We want to thank every one of them for their support.

The next major activity that took place in the Division was our inaugural Auction on October 16<sup>th</sup> at our meeting hall, the Elks Lodge. As with the Pilgrimage the auction is open

**CENTRAL SAVANNAH RIVER - DIVISION 9**

Terry Pitts, Jr.—[terry.pitts@comcast.com](mailto:terry.pitts@comcast.com)

to both members and non-members of the NMRA. We had a nice attendance of both buyers and sellers. Howard Goodwin who many of you know is a great auctioneer went for almost five hours non-stop. The auction is a great opportunity to get rid of the stuff you are not using and to purchase those hard to find items you have been looking for. The plan is for the Division to host a second auction in February. Stay tuned for details. We look forward to seeing everyone there.

John Stevens organized another successful Boy Scout Merit Badge Program this fall at the Southeastern Railroad Museum. This continues to be a well-attended activity. The scouts who attend the program get all the education and materials needed to complete the Model Railroad Merit Badge requirements in one day. The team up with the Southeast Railroad Museum is new and we look forward for more co-sponsored events in the future.

The clinics we feature at each Division meeting have been excellent this fall. In October Bill Parks presented his first clinic titled, "Passenger Cars of the Seaboard Air line Railroad". Bill went through the passenger cars that made of the road's roster. What was interesting was he also detailed what cars are available as models through the manufacturers.

Scott Perry was back at it, presenting an educational as well as humorous clinic titled, "Train Tools". Scott walked us through the basic tools we must have as modelers. He also detailed many tools that come in handy for special applications. The fun part was on those tools that were "must haves" that are never used.

In December at the Division's annual Holiday Party Dick Rex is going to present "DCC Decoder Pro". Decoder Pro is a free download that has been used successfully to program decoders. As many of us have found programming decoders can be easy at first but a challenge as we get into those CV's. The program can simplify the project. I know I am looking forward to learning more.

At each Division meeting we feature a theme and this generates a lot of activity. Members bring in items for show-and-tell. In October it was Passenger Cars, all types. In November it was contest models. In December it will be prototype memorabilia. Remember, keep focused on those contest models and the next contest will be at the Train Show in March.

Well that is all for now. The Division Members wish everyone a safe Holiday Season and a blessed New Year.

Here in Augusta we have been having a good time. As readers may recall, we lost our layout space sometime back, but found room in a local hobby shop. The hobby shop closed, so we lost that space too. We've been meeting in a classroom courtesy of a member's church twice a month for some time now. Contact me at [terry.pitts@comcast.net](mailto:terry.pitts@comcast.net) or (706) 854-1529 for times and directions.

We recently had an opportunity to set up an N scale modular layout and some of the HO modules at a local church. A few weeks later, we had large HO and N scale modular layouts set up at the Aiken, SC, Exotic Car Show. It was the first time in well over a year that the HO guys had really been able to run, so it was fun for them and the public enjoyed it as well. That weekend turned out to be a great warm up for an event a couple weeks later.

We had been invited to set up both module sets in the rotunda of the Augusta Museum of History for a weekend as part of National Model Railroad month. Again everyone had a great time and the public enjoyed it as well. While at the museum, we were able to have a personal record breaking 154 car train on the HO modules and a 121 car train on the N modules. Quite a challenge in both cases.

It doesn't look like any of these events turned into a recruiting tool, but we still had fun in any case. Lots of praise goes to the people who took the time from work to set up their modules and help others troubleshoot the layouts in time for a successful weekend!

It looks like we will be able to run at the museum again in 2005. We have plans to be part of the Camak, GA, annual Railroad Days this spring. We've done that the last few years and always attracted a lot of attention.

Terry Pitts has completed five years as Division Superintendent. He plans to continue in that role as long as people will have him. The five year point is a landmark, though, because it represents the completion of the time required for Association Volunteer merit award. That's two done and five to go. Get the paperwork done.

All SER or NMRA members are always welcome to join us when they are in the Augusta, GA, area. Keep your tracks clear and be safe.

Terry  
Central Savannah River Division of the SER.

**BLUFF CITY - DIVISION 10**

**Ned B. Savage - nssavage@juno.com**

The Bluff City Division is putting together plans to host the 2006 SER Convention. If all goes as planned to date, the Convention weekend will be different than the usual Memorial Day Weekend. The current schedule is showing that the Bluff City Division's event will be held on the second weekend of June 2006. This change is due to two large events that the Memphis area will be hosting around Memorial Day Weekend and through the following weekend. Those events occupy all of hotel/motel rooms for a 50-mile radius. The Bluff City Division has a convention chairman and committee. The Convention Chairman is Mike Fleming, and we are now working to develop a web-site.

The area modelers are excited with prospect of exhibiting their layouts and skills.

On the local news, the HO Scale modular group has joined the N Scale group and setup their layouts in the same building. A new Modular Layout is being built by the Garden Railway Group, and it should be ready for display and operation at the February 2005 GATS, that will held in Memphis Fair Grounds.

**CUMBERLAND - DIVISION. 11**

**Bob Hultman - hultman@earthlink.net**

Cumberland Division and the affiliated Tennessee Central Railway Museum have been quite busy over the past 3 months. We had 4 days of Day Out With Thomas 2004 in early September, the Nashville Ntrak folks displayed their N scale RR at the TN State Fair for 10 days (and earned the Division \$750 for their efforts), the HO Cumberland Valley Model Railroaders set up their HO RR along with Nashville Ntrak and other layouts for the early November 4- day Whistlestop Weekend at Adventure Science Center in Nashville, the Nashville Ntrak folks will be keeping their RR set up at ASC from late Oct 2004 to mid-January 2005.

Our Division Meet in late November was well-received by attendees with many bargains to be had. Our Spring 2005 Division Meet will be April 2, 2005 at the Division/TC Ry Museum building in Nashville. This will again be a combined Division Meet/Model Train Show with a TC Ry Museum Open House. Because of the financial success generated by the smart and effective work of all our volunteers, Cumberland Division/TC Ry Museum has bought 100 new folding chairs to replace the motley collection we are now using and will have an epoxy floor covering installed on our meeting room floor (38' x about 86') the week of January 10, 2005. This will be a major expense, but necessary to provide a more professional, finished appearance to one of our major assets, the 220 Willow St

building.

If you're ever in Nashville, give us a call/E-mail and we'll see what we can line up for you regarding visiting Cumberland Division/TC Ry Museum- <http://tcry.org>



**SMOKY MOUNTAIN - DIV. 12**

**Larry Burkholder - labtexan@chartertn.net**

Just when I thought that the Smoky Mountain Division was on its last leg with only fourteen members spread too far apart to interact easily, the new NMRA membership policy has expanded our group to over sixty members. The new members seem to be enthusiastic and we look forward to holding some Division 12 events soon. In addition to planning some activities, I have also been able to obtain discounts for Division 12 members at essentially all of the hobby shops in the division area.

In addition to the expansion of the membership, I recently became aware of a club in the Division that I did not know about, although they have been in existence for over ten years. According to member Dean Odiorne, the Mountain Empire Modular Railroaders recently began operating their modular HO layout in the Carroll Reece Museum at East Tennessee State University in Johnson City, TN, and will be located there at least thru August 2005. They will be presenting seminars on model railroading at ETSU in January, February, and March. Also, they expect to be setting up a 12' x 24' N scale layout recently donated to the university. See more information about their club meetings in the Club Car Section.

The Knoxville Area Model Railroaders held their first Atomic City Train Show in Oak Ridge, TN, on November 13<sup>th</sup>. For a first time show it was pretty well attended and generated a small profit. Bigger and better things are planned for next year. They could use some better dealer support. The club also opened its club rooms in support of the Children's Museum of Oak Ridge annual "Rails Thru Appalachia" festival on November 20<sup>th</sup>. On December 3<sup>rd</sup>, the club participated in the museum's third World of Trains gala dinner and auction fund raiser. The annual KAMR Christmas party was held on December 5<sup>th</sup>.

LAND O' SKY - DIVISION 15  
Fred Coleman—coleman@brinet.com

### Happy New Year !

Like many of you, we have had a couple of weather-related events in our area over the past several months. All of that is past now, and we are able to focus on something more important - railroads. The module folks in the Land of Sky (Division 15) have had a busy fall season with active participation in an abundance of train shows in and round the Asheville, NC area. At this writing both the HO scale module crew and the NTRACK (that's French Broad River NTRAK) crew are busy with layouts. The NTACK crew is operating a 22 by 32 foot module layout at an empty toy store (how appropriate) in Hendersonville, NC. The HO gang is operating a more modest 12 by 20 foot module setup in an empty store in the recently renovated Grove Park Arcade in downtown Asheville. Both are open and operating on weekends through the end of the year. Public response, evidenced by the number of visitors, has been

strong. Even Santa came in to see how everyone was behaving.

The next big event for Division 15 is the Annual Train Show the first Friday and Saturday in March. This year, the show moves to the Asheville Civic Center. This venue provides nearly double the floor space from previous shows, offering more room for modules and vendors, and wider aisles for the comfort and safety of all concerned.

And in May 2005, Division 15 will collaborate with the Southern Railroad Historical Association and the Great Smokey Mountain Railroad to host SRHA's annual meeting in Dillsboro, NC.

Members of the Land of Sky Model Railroad Club meet at 7:00 pm the first Thursday of the month in the social hall at All Souls Episcopal Church in Biltmore Village, except in August when we have a club picnic. Most meetings include a presentation similar to a clinic at a train show as well as a short business session. Visitors are always welcome.

## A Giant Mushroom Grows In Winder, GA Modeling the C&O in n-scale

*Photos, Drawing & Story By: Paul Voelker  
Trackplan by: Mike Devaney*

Not many people have the space to model three divisions of their favorite railroad however, Mike & Kathy Devaney of *Trainmaster Models*, are the exception. In their basement is growing a Chesapeake & Ohio Railroad with the benchwork in the shape of a mushroom. Why a mushroom? Because by using that design, it is the most efficient way to maximize the amount of available space and still have enough aisle space for people to work in.

The drawing on page 45 best illustrates what I mean. You have enough width for three aisles and the space for the layout on the upper level is in effect, a "roof" over the outer & lower aisles. On the lower level, the layout is attached to the walls that are built to support the upper deck's aisle. The only caveat here is that you need to have

a TALL space for this arrangement to work! Fortunately, that requirement was met during construction of the house. For the actual space used here, double that floor plan. There are actually 4 lower aisles and two upper aisles with a wall separating the inner pair of aisles.

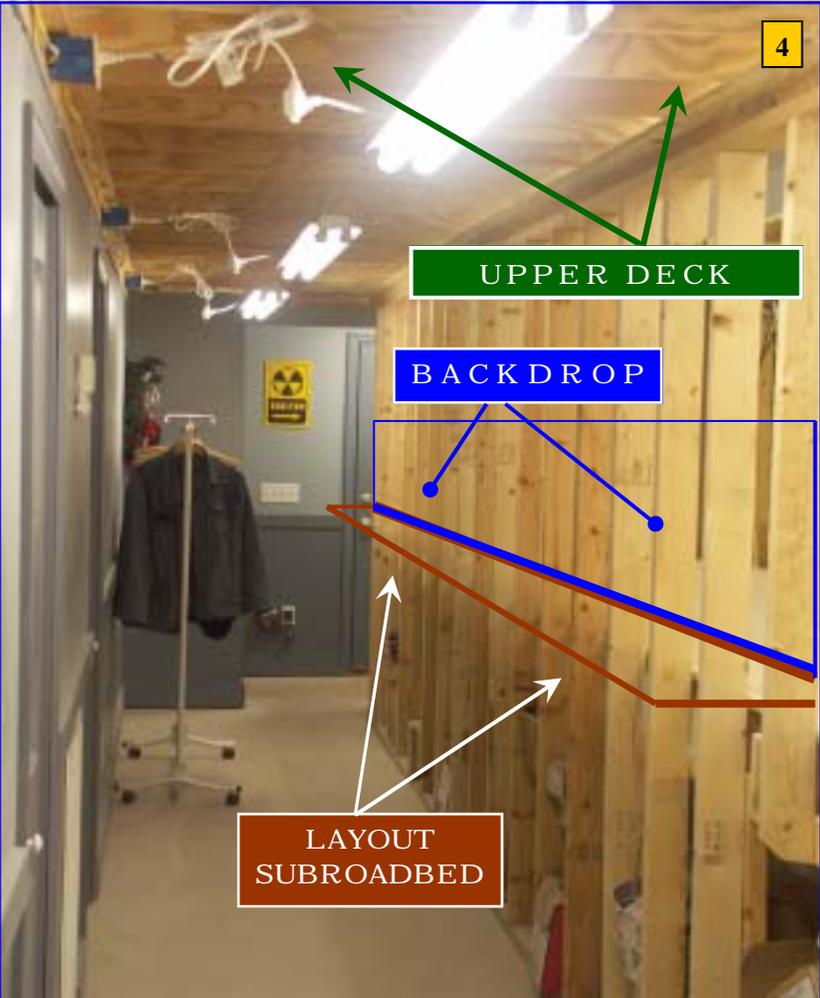
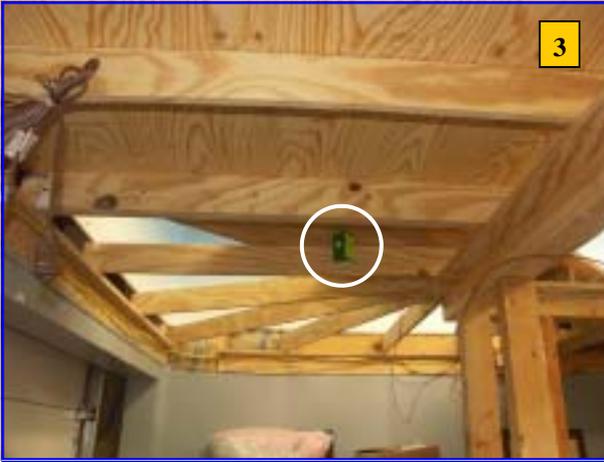
In the lower two photos you will notice the large yard that is being built. What may not be obvious is that the layout at this point is four feet wide from the aisle to the backdrop. The length of this wall (about 58 feet) along which this yard is being built is roughly two scale miles long in N-Scale. WOW! When this yard is complete, it is to be something like 22 tracks wide. Farther down to the right is a full hump yard and these two yards are only a "part" of what the entire complex will look like!



1



2

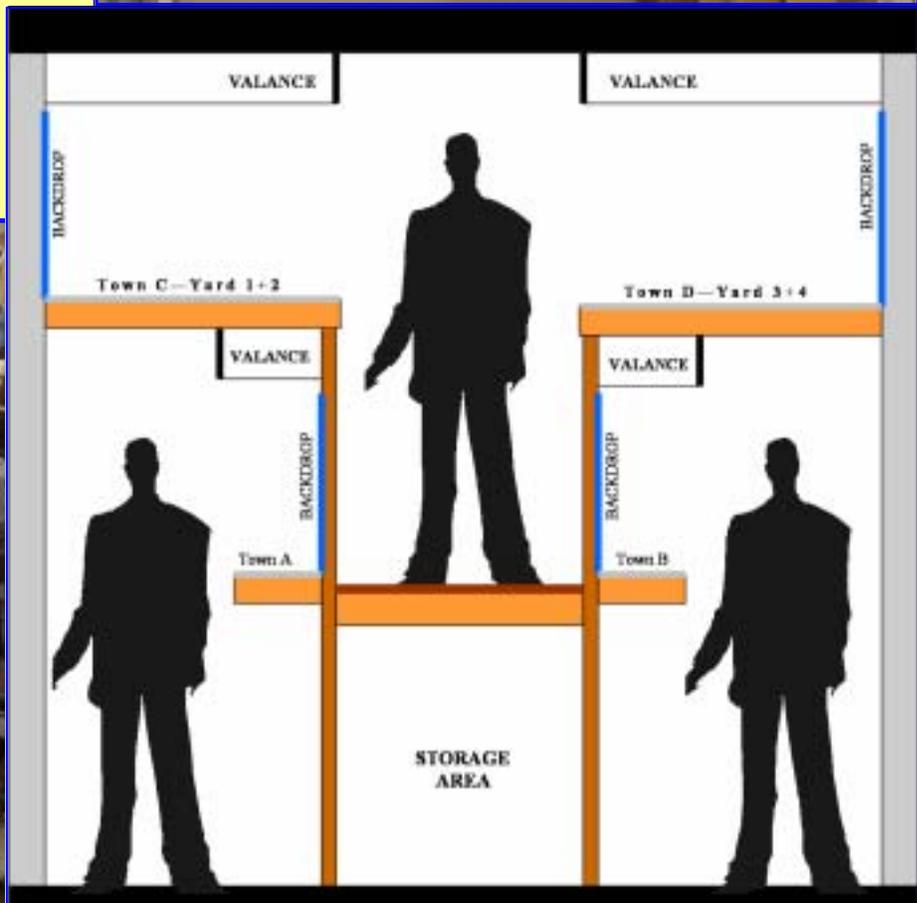


In the photo above we are looking at the bottom of the upper deck's layout space. Notice the Tortoise switch machine. In the aisle way to the right of this scene is a whole forest of these switch machines which service the turnouts in the yard above the aisleway.

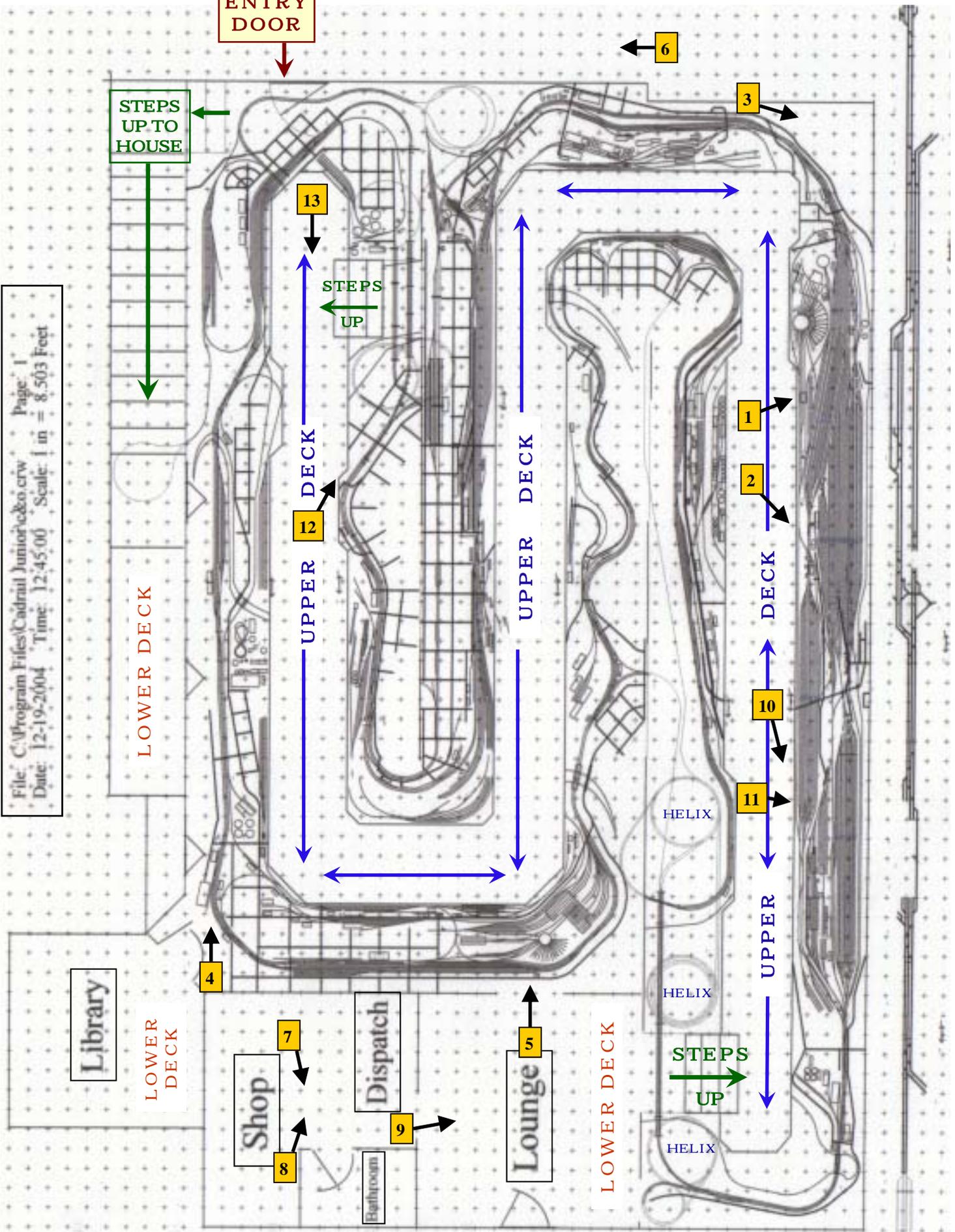
The photo at right shows where the layout will attach to the wall of one of the lower deck's aisles.

The photo below shows the upper deck's aisleway and the storage space below it.

The drawing at lower right shows what the mushroom looks like in cross section. In fact there are three aisles on the upper deck and six aisles on the lower so imagine this space at right tripled. There are also three helixes which greatly increases the running space. I this will be somewhere between 16 & 20 scale miles of trackage.



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Date: 12-19-2004 Time: 12:45:00 Scale: 1 in = 8.503 Feet





6

OUTDOOR COLLECTION



SHOP

8

DISPATCH



7

SHOP

BATHROOM

In addition to the layout, Mike has a sizeable collection of signs, lanterns and other memorabilia inside the house and on the grounds. Above is the walkway to the entrance of the basement layout.

In the scene at right, track cleaning is being done. How many N-Scale layouts do you think are big enough to require someone to crawl around on top of the layout to get at all of the track!

When this layout gets to the scenery stage it should be an awesome layout to photograph—I can hardly wait! The scene below gives you some idea of what I mean.



LOUNGE

STAIRS TO LAYOUT

9



10



12



11



13

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

**Atlantic Division 8**

Atlantic Division, Savannah, GA. Nate Stone (912) 354-2604  
Coastal Rail Buffs, Savannah, GA., Nate Stone, (912) 354-2606  
<http://www.coastalrailbuffs.org/>  
Golden Isles Model Railroad Club, Brunswick, GA.  
Grand Strand Model Engineers, Myrtle Beach, SC.

**Bluff City Division 10**

Bluff City Division, Memphis, TN, Ned B. Savage, (901) 682-8716  
The Memphis N-Scale Road Railers  
The Memphis Society of Model Engineers

**Central Savannah River Division 9**

Central Savannah River Division, Augusta, GA, Terry Pitts, Jr. (706) 636-9581  
Georgia-Carolina Model Railroaders, Augusta, GA, Roy Tritt (706) 733-6870

**Cumberland Division 11**

Cumberland Division, Brentwood, TN., Bob Hultman (615) 833-5158  
Nashville NTRAK, Nashville, TN., Ken Herrell (615) 352-4576  
<http://www.nashvillentrak.org>  
Nashville Garden Railway Society, Nashville, TN., Ross Evans (615) 292-6555  
Tennessee Central Railway Museum, Nashville, TN., Terry Bebout, (615) 244-9001, FAX (615) 244-2120  
<http://tcry.org> [terry.bebout@earthlink.net](mailto:terry.bebout@earthlink.net)  
Mid-South Live Steamers, Columbia, TN., Hank Sherwood (615) 665-0512  
<http://www.midsouthlivesteamers.org> [midsouthlivesteamers@yahoo.com](mailto:midsouthlivesteamers@yahoo.com)

**Dixie Division 3**

Dixie Division, Phil Hutchinson, Montgomery, AL, (334) 272-1933  
Central Alabama Model RR Club, Montgomery/Prattville, AL, Phil Hutchinson, (334) 272-1933  
Alabama Model Railroad Association, Opelika, AL  
Southeast Alabama Model Railroad Club, Dothan, AL, Chuck Batherson (334) 677-3413

**Empire Division 6**

Empire Division, Richard Dalrymple, Macon, GA., (478) 471-8883 FAX -8994  
Columbus Model Railroad Club, Columbus, GA., David Cotton (706) 323-1417  
Flint River Model Railroad Club, Albany, GA., Jimmy Swinn (299) 883-3517  
Middle Georgia Model Railroad Club, Warner Robbins, GA Bill Attaway (478) 328-1743 [mgmrc@cox.net](mailto:mgmrc@cox.net)  
<http://members.cox.net/mgmrc/>  
Thomasville Model Railroad Club, Thomasville, GA., Ben Strickland (912) 465-3730

**Gulf Division 4**

Gulf Division, Pensacola, FL, Ed Dice (850) 293-3532 cell - (850) 455-1313 home  
Miracle Strip Model RR Club, Shalimar, FL Chris Beard (850)-244-0161  
[www.geocities.com/miraclestriprclub](http://www.geocities.com/miraclestriprclub) [rafollacchio@pcola.med.navy.mil](mailto:rafollacchio@pcola.med.navy.mil)  
Emerald Coast Garden Railway Club monthly meeting usually on third Saturday of the month at 1:30 PM in the Diner Car of the West Florida RR Museum, Milton FL, POC: [EdwardDice@aol.com](mailto:EdwardDice@aol.com) or 850-293-3532  
Mobile Society of Model Engineers. Dave Miller, at (251) 645-2296 for information  
West Florida Model Railroad Club, Milton, FL Keith Rapley (850) 434-6374  
West Florida Railroad Museum, Milton, FL  
Pensacola Model Railroad Club, Pensacola, FL  
Southwest Alabama Railroad Modelers (SWARM), Mobile, AL  
Herb Kern (251) 660-1659 OR George Nelson ( ) -

**Headquarters Division 13**

**Headquarters Division**, <http://www.camrc.org>  
**Chattanooga Area Model Railroad Club**, Dale Bryant [dale.bryant@camrc.org](mailto:dale.bryant@camrc.org)  
(423) 752-0141 or (423) 991-5243  
[www.camrc.org](http://www.camrc.org)  
**Chattanooga Society of Model Engineers**, Dunlap, TN Andy Morrision (423) 344-8502  
<http://csme.livesteamtrains.com>  
**Crossville Model Railroad Club**, Crossville, TN, Mike Ferry (931) 788-1828 [ferrym@citlink.net](mailto:ferrym@citlink.net)

**Land O'Sky Division 15**

**Land O' Sky Division**, Naples, N.C., Fred Coleman (828) 694-0339

**Magnolia Division 14**

**Magnolia Division**, Pascagoula, MS., Mike Barry (228) 762-0929  
**Jackson Society of Model Engineers**, Jackson, MS Jackie Meck (601) 842-0909  
[www.jsme.org](http://www.jsme.org)

**MidSouth Division 1**

**Mid-South Division**, Fayetteville, TN., Thomas Bailey (931) 433-4207  
<http://www.geocities.com/mta136/>  
**Northeast Alabama Model Railroad Club**, Guntersville, AL Charles Dick (205) 878-2537  
[charlesdick@mindspring.com](mailto:charlesdick@mindspring.com)  
**Redstone Model Railroad Club**, Huntsville, AL

**Palmetto Division 7**

**Palmetto Division**, Pickens, S.C., Howard R. Garner (864) 878-4705  
**Associated Model Railroads of Columbia**, Columbia, SC Jack Huffman 803-699-2518  
[amroc.org](http://amroc.org) for information.  
**Central Railway Model & Historical Association**, Pickens, SC,  
Howard R, Garner (864) 878-4705 [hrgarner@innova.net](mailto:hrgarner@innova.net)

**Piedmont Division 5**

**Piedmont Division**, Alpharetta, GA., Bob McIntyre (770) 518-8932  
**Chattahoochee Express Operating Group**, Bob McIntyre (770) 518-8932  
**Georgia Association of Narrow Gaugers**, Pat Turner (423) 744-0429 [GeorgiaNGers@yahoo.com](mailto:GeorgiaNGers@yahoo.com)  
<http://groups.yahoo.com/group/georgiangers>  
**Georgia Society of Ferroequinologists**, Marietta, Bob Hoenes (770) 422-0081  
**Northwest Georgia N Track Club**, Woodstock, GA  
Located in the Woodstock Depot—Downtown Woodstock @ Canton Rd./Arnold Mill  
**North Georgia Lego Train Club**, James Trobaugh (770)-844-1076  
<http://www.ngltc.org> OR [questions@ngltc.org](mailto:questions@ngltc.org)  
**North Georgia Modurail**, Jon Cook (770) 993-9620

**Smoky Mountain Division 12**

**Smoky Mountain Division**, Larry Burkholder (865) 408-9903  
**Knoxville Area Model Railroaders**, Oak Ridge, TN, Larry Burkholder, (865) 408-9903  
**Mountain Empire Modular Railroaders**, Johnson City, TN  
East Tennessee State University - Carrol Reece Museum  
Dean Odiorne, (423) 246-8998 [pepperpikesn2@yahoo.com](mailto:pepperpikesn2@yahoo.com)

**Steel City Division 2**

**Steel City Division**, Birmingham, AL, Tom Cusker (205) 621-1778  
**Black Warrior Model Railroad Society**, Tuscaloosa, AL, Bob Way 205-556-3073  
**Mobile Society of Model Engineers**, Alabama Gulf - Chapter, NRHS  
2800 Graham Rd., S. Mobile, AL Call Dave Miller (251) 645-2296 for information  
**Wrecking Crew Model RR Club**, Bessemer, AL, 1004 West Lake Mall

# UPCOMING EVENTS

This is a list of all upcoming events that have been sent to the **SouthErner**. Please submit info on your events occurring within the next year to the **SouthErner** prior to the next deadline. Send new information, modifications, or corrections to:

**Melvin G. Sheppers at: melmania@bellsouth.net**

**NATIONAL:**

**2005 July 3-9 NMRA Convention: Cincinnati, OH**  
 Cincinnati Limited 2005 hosted by Division 7 MCR, NMRA  
 Info: Roy Hord, 6526 Hollowview Ct.,  
 Liberty Twp., Ohio 45011 Phone: (513) 777-5337  
 rhord@fuse.net www.cincy-div7.org

2006 NMRA Convention: Philadelphia, PA  
 2007 NMRA Convention: Detroit, MI  
 2008 NMRA Convention: Long Beach, CA  
 2009 NMRA Convention: Hartford, CT

**REGIONAL:**

**2005 May 27, 28, 29 Montgomery, AL**

**2006 Memphis, TN**  
**2007 Atlanta, GA**  
**2008 ?**

**OUTSIDE THE REGION:**

**DIVISIONAL:**

**Land O'Sky Division - Regular Meeting**  
 First Thursday of Every Month, All Souls  
 Cathedral in Biltmore, NC, 7:00 pm. Until Concluded.

**Piedmont Division - Regular Meeting**  
 2nd Tuesday of Every Month, Elks Lodge,  
 1775 Montreal Rd., Tucker (Atlanta - East Side)

**Smoky Mountain Division—Regular Meeting**  
 1st & 3rd Sunday of every month  
 Children's Museum of Oak Ridge  
 Oak Ridge, TN  
 3 - 5 pm work or operating sessions  
 5 pm business meeting 1st Sunday

**Steel City Division - Regular Meeting**  
 Third Thursday of Every Month,  
 Southside Branch  
 Public Library at 7:00 pm.  
 1814 11th Avenue South, Birmingham, AL

**Local Shows and Events (Date Order by State):**

- **Alabama** -  
**Mobile Jan. 29-30 Great American Train Show**  
 Greater Gulf State Fairgrounds  
 Cody Road & Zeigler Blvd.  
 11 am—5 pm Adm. \$8, under 12 free  
 Info: 818-957-2031

- **Georgia** -  
**Atlanta Jan. 15 Model Train & RR Artifacts Show**  
 North Atlanta Trade Center  
 1700 Jergens Ct.  
 9 am-4 pm Adm. \$6, under 12 free  
 Info: Phil Cross 407-656-5056,  
 crossrails@earthlink.net

**Savannah Jan. 15-16 Coastal Rail Buffs, Inc.**  
 16th Annual Model RR & Train Show  
 1248 Eisenhower Dr., National Guard Armory  
 Sat. 10-5, Sun. 10-4 Adm. \$4.00,  
 seniors, students, military \$3, under 12 free w/parent  
 Info: Ken Huffman 921-927-4976  
 railbuffs@sabrelink.com

- **Florida**-

- **Mississippi** -

- **North Carolina** -

- **South Carolina** -

**Associated Model Railroads of Columbia**

1800 Lincoln Street, Columbia, SC  
 Jack Huffman 803-699-2518 or www.amroc.org  
 Every Thursday from 7:00 to 9:00 p.m.  
 30 min. business meeting on first Thurs. of month  
 We welcome visitors and potential new members

- **Tennessee** -

**Memphis Society of Model Railroad Engineers**

First Saturday of Every Month  
 All Saints Episcopal Church at 1508  
 South White Station Road in  
 Memphis (Except in May!)  
 7:00 pm - Swap meet, videos,  
 how-to programs. Prototype, too!



## SATURDAY, FEBRUARY 26th

# AUCTION

69

147

11

87

43

RAILROADIANA

TRACK

CARS

LOCOMOTIVES

BUILDINGS

ACCESSORIES

SCENERY

ROADBED

\$30

\$50

\$100

\$20

**Model Railroad Auction**

Bring your no longer used trains, locomotives, cars, buildings, and track to sell. Find little jewels you have been looking for. A LIVE AUCTIONEER will conduct the bidding and the action can get very lively.

Food & Beverages will be available.

**AUCTION HOURS: 8 PM — 11 PM**  
**CHECK IN & SETUP: 6:00 PM**  
**ADMISSION: \$5.00**

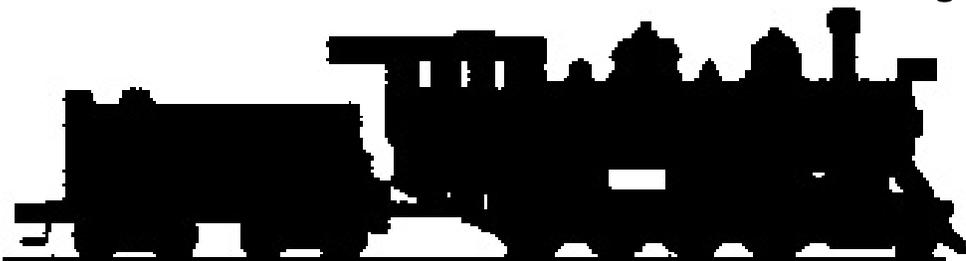
**PIEDMONT DIVISION**

*Of the South Eastern Region, NMRA*

**DIRECTIONS:**

From the North: Take I-285 South to LaVista Rd. Exit 93. Turn right & drive on to the 2nd traffic light—Montreal Road. Turn left on to Montreal Rd. & go 1/2 mile, cross over the railroad tracks. The Elks Lodge is the first building on the left when the railroad tracks

From the South: Take I-285 North to LaVista Road Exit 93. Turn left and drive on to the 2nd traffic light—Montreal Road. Turn left on to Montreal Rd. & go 1/2 mile, cross over the railroad tracks. The Elks Lodge is the first building on the left when the railroad tracks



# THE MODEL TRAIN SHOW

www.themodeltrainshow.com



Sponsored by the:  
**Piedmont  
Division**

**March 12 and 13, 2005**  
Saturday: 10 AM - 5 PM  
Sunday: 10 AM - 4 PM

**Cobb County Civic Center, Marietta, GA. (770) 528-8455**



## FEATURING:

Over 200 Model Railroad  
Vendor Tables

### 6 Fully Detailed Club Layouts

in Operation, including 'N' Scale,  
'HO' Scale, On30, Lionel and LEGO

### Model Contest

NMRA sponsored and approved

### Junior Layout

let your kids run the trains!

### Layout Raffle

A Complete HO layout with a Digitrax Control  
System

Door Prizes Donated by Vendors & Clubs

**Admission: \$7 per person**  
**Kids 12 & under are FREE!**  
**Admission Good Both Days**

CLIP SECTION BELOW AND TURN IN AT SHOW FOR \$1 OFF ON ONE ADMISSION

#### I-75 Northbound; from Atlanta and I-285:

- I-75 to Exit 263 West, Marietta Parkway  
Exit sign reads: To Marietta - To Roswell
- Follow the Marietta Exit Sign onto the S. Marietta Parkway west
- Follow S. Marietta Parkway west across Highway 41
- To the intersection of Fairground Street
- The Civic Center is on the corner of Fairground & S. Marietta Pkwy

The Civic Center is 2 miles from the I-75 interchange  
(Easy way in: Left onto Fairground, Right into Civic Center Parking)

*E-SouthErneR*

2005

**Piedmont Division,  
SouthEastern Region,**

National Model  
Railroad Association

**Web Site:**

**www.piedmont-div.org**

ONE DOLLAR OFF COUPON

ONE DOLLAR OFF COUPON

# National Model Railroad Association South Eastern Region Convention

May 27, 28, 29, 2005

**Holiday Inn, Montgomery East I-85  
1185 Eastern Boulevard  
Montgomery, Alabama 36117  
Ph. 334-272-0370**

Friday-12pm-8pm (Registration, Clinics)  
Saturday-8am-6pm (Banquet 6-10)  
Sunday-9am-12pm (B'fast 8-10)  
& (Annual Meeting 10-12)

**Full Registration \$90 (before 4/15/05)  
\$100 after April 15,2005**

Achievement Judging, Model Contests, Layout  
Tours, Clinics, Award Banquet. Bring an entry for  
Achievement Program assessment or exhibition.  
Vote for your Favorite Models

**Train Show at Alcazar Shriners Temple,  
555 Eastern Boulevard  
(3 minutes by Auto from Holiday Inn)  
Dealer Tables-Company Store-Modular  
Layouts**

For Information Contact  
Phil Hutchinson; ph. 334-272-1923  
Email: philip\_hutchinson@msn.com  
*info@camrrc.org*



JOHNSTOWN & GERRYVILLE  
John Travis Norcross, GA 6/05

2005 SER CONVENTION



BARN CONTEST

Drywall Central

G C & L

THE GHOST RAILROAD

Dr. Watson—Sole Proprietor

Gypsum, Clay & Lime 6/05

Chesapeake & Ohio Railway



Huntington Division  
Ashland Division  
Hinton Division

Mike & Kathy  
Devaney  
770-868-8823 9/05

FAST FREIGHT AND EXPRESS  
SERVICE TO DENVER  
FROM THE SOUTH  
1947-49

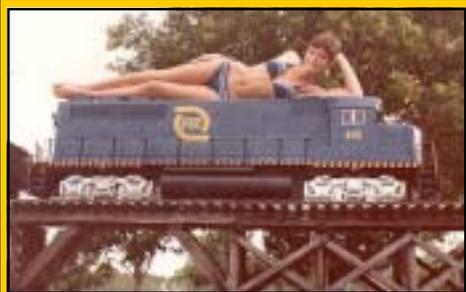
PASS

Paul V. Voelker  
President  
UNION PACIFIC,  
DENVER & GULF



Robert L. McIntyre  
President

155 Fox Grape Lane  
Alpharetta, GA 30022  
Home: 770 610 9962  
Cell: 404 217 3672  
Fax: 770 648 8422  
robertmcintyre@aol.com 12/05



ROBERT & BRIAN HUNT  
MARIETTA, GA 6/07

RON GOUGH, MMR



NATIONAL SOUTHERN

RAILROAD CO.

Model Railroad in 1/87 Scale

8985 Martin Road  
Roswell, GA 30076

Tele: 770-992-6225  
Cell: 404-775-2164

e-mail: rnsorr@bellsouth.net 5/05

PIKE REGISTRY

\$16 / 4 ISSUES

1/18th PAGE

Need some HELP with your model rail-  
roading? Why not give us a call! Get assis-  
tance with wiring, benchwork, scenery,  
locomotive repair, and even DCC! The  
service is free for all NMRA members, so  
give it a try!

Member Aid Chairman

Charles Brown, MMR  
3 Springbrooke Trail, Dallas, GA 30157  
(770) 943-5280

charliebrown@mindspring.com

KLS

Keheley Lake Southern

Connecting Routes with  
Rex & Clayton Southern  
and Shamrock Southern

Len Polinsky  
Mike Callahn, MMR

General Manager  
Design Engineer

lenpolinsky@bellsouth.net 5/2005

# NMRA NATIONAL CONTESTS

## General Contest Information

### A. Contests

1. Model Contest
2. Locomotive Performance Contest
3. Switching Contest
4. Photo Contest
5. Pass Contest
6. Arts & Crafts Contest



### B. General Contest Rules

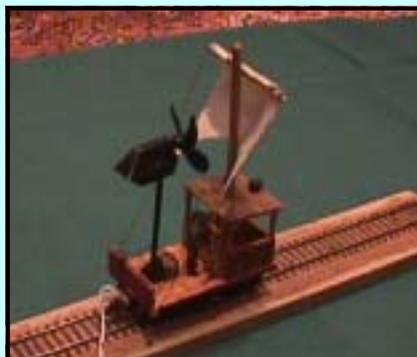
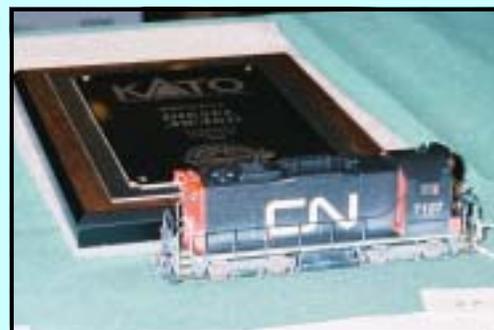
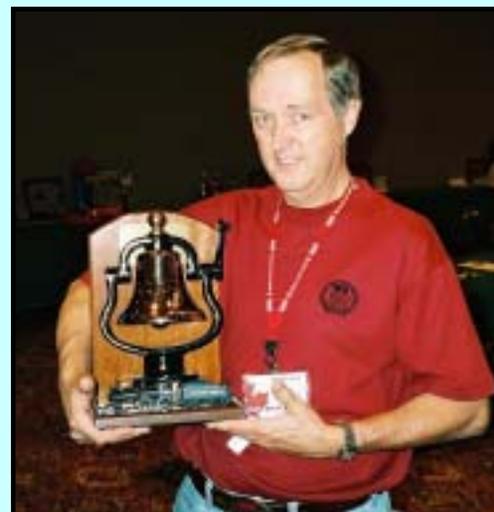
1. Any member of the NMRA, in good standing, is eligible to compete, except those persons engaged in the business of the contest entered (I.E. Commercial Model Builder is not eligible for the model contest, professional photographer is not eligible for the photo contest). Commercially built models and commercial photos are not eligible to be entered. Only models, or portions thereof, which are the product of the owner/builder, will be considered by the judges.

2. Each entry must be accompanied by the official entry form, filled out and signed by the entrant. Each entry by proxy must be authenticated by the owner/builder with the owner's valid NMRA membership number.

3. There will be no restrictions on the number of models entered by a single entrant, nor any entry fee.

4. A locomotive may be entered in a Model Contest category or a Locomotive Performance category or both. An award won in either contest will not preclude an award or future entry in the other.

5. Entries that have won a first place in any prior National Contest cannot be entered in the same contest category.



# MODEL CONTEST GUIDELINES

## A. Entry Instructions

1. Complete the entry form (Form #901), including name and address, NMRA membership number, scale, category(s) entered and model identification.
2. Complete judge's score sheet (Form #902 or #903) including detailed information in each factor describing the model and how it was built. Supplemental information to verify or identify factors should be submitted with the entry form. The judges are under no obligation to consult the supplemental information.
3. The claim check must be presented to obtain the model after the contest.

B. All scales will be combined in the various categories. There will be no divisions of category based on the scale of the model.

## C. Categories

1. **Steam Locomotives** - Types of locomotives representative of steam power.
2. **Diesel Locomotives & Others** - All locomotives except steam types and passenger revenue carrying types.
3. **Passenger Cars** - All types of passenger revenue carrying equipment, including RDC, rail buses, observation, mail and baggage.
4. **Freight Cars** - All types of freight revenue carrying, including express reefers.
5. **Caboose** - All types, including bobbers, drovers, transfers, etc.
6. **Non-Revenue** - Right of way and track maintenance vehicles, rail and inspection cars, railroad cranes and others not considered directly involved in revenue service. This includes track controlling devices including turnouts, crossings, etc.
7. **Structures On-Line and Off-Line** - On Line structures are considered to be those normally owned by the railroad, or having rail loading/unloading facilities on the right of way. Off-Line structures are those not needing direct rail access.
8. **Displays On-Line and Off-Line** - Model or models which include supplemental scenery not pertinent to the function of the model or primary structure. On Line and Off Line definitions are the same as for Structures.
9. **Traction** - All equipment associated with urban, suburban and interurban railways, electrically powered.
10. **Module, Individual and Group** - A group of models including supplemental scenery and track work which is designated to attach to and operate in conjunction with other similar units or layouts.

D. Judging Procedures

1. Judging will be done according to current Achievement Program Guidelines.

E. Additional Regulations

1. Models entered in Steam Locomotives and Diesel Locomotives & Other must be powered. In the case of multiple hookups such as A&B diesels, at least one of the models must be powered.

F. Awards

1. Plaques shall be awarded for first, second and third places. Honorable Mention certificates shall be awarded for those not receiving a plaque but attaining 87.5 points or greater.
2. The Contest Department will sponsor the following additional awards for the Model Contest:

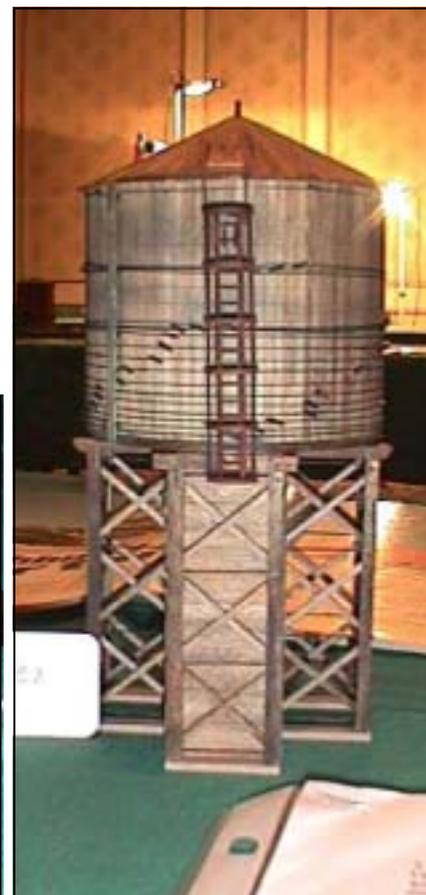
A. **Gold Award** - The judges shall be a panel selected by the Contest General Manager. The judges shall make their selection from the first place winners of the individual categories. The Gold Award shall be considered the Best of Show in the Model Contest. After selection, that model will be removed from the individual category in which it was entered and the first, second and third places shall be awarded to the remaining models in that category.

B. **National Contest Chairman's Award** - Chosen by the Contest General Manager for an entry depicting exceptional effort and craftsmanship.

C. **National Contest Judges Award** - Chosen by the Judging Crew Chiefs for the outstanding model among the individual category non-winners.

G. Forms

1. Model Contest Entry Form, (Form #901)
2. Model Contest Judges Score Sheet, (Form #902)
3. Module Contest Judges Score Sheet, (Form #903)



# PASS CONTEST GUIDELINES

## A. Rules for Entry

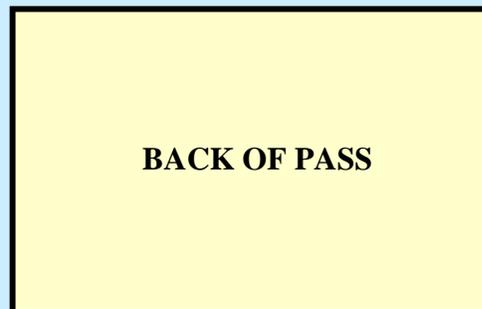
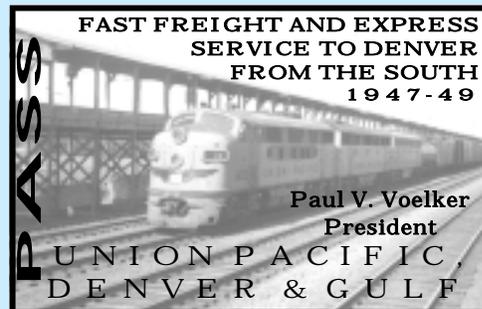
1. The entrant must complete an entry form (Form #901).
2. Two copies of the subject pass must be provided upon entry, if necessary, so that both sides of the pass can be displayed.
3. Entries may be by proxy. Mail entries may be accepted subject to the direction of the Contest General Manager.
4. Entries may be printed, hand lettered, typed, stamped or reproduced by other suitable means.
5. The entry may not have won a first place at a previous National Contest.
6. Entrant must be a member in good standing.

## B. Judging and Awards

1. There shall be a first, second and third place plaque awarded. An Honorable Mention certificate can be awarded by the judges.

## C. Scoring

1. Design and Appearance-Each factor shall considered in the judging.
2. Judging factors are:
  - A. Esthetic Appeal
  - B. Balance and Readability
  - C. Color Match and Attractiveness
  - D. Uniqueness of Design





# NEW!



## Southeastern Region Shirts

And a lot more...



Sweatshirt



SER Caboose Logo



Kids Shirt

Get your new SER Golf shirt, T-shirt, Jacket, Hat, Sweatshirt, Mug, Bag, Sticker, Mouse pad, Clock, Christmas Ornament and more at the SER Shirt Shack.

With prices starting at just \$2.25 and shirts starting at \$15.99 there is something for every budget.



Coffee Cup

Check out everything online at:



Baseball Hat

<http://www.cafeshops.com/cp/store.aspx?s=PatShirts2>

Ordering can be done online, by phone and by mail. Payment can be made by Check, Money Order, Visa, MasterCard, American Express, Discover and PayPal. All info is online at the above address.

For those **without** any online access or for other questions contact Pat Turner - (423) 744-0429; email [NMRA@mindspring.com](mailto:NMRA@mindspring.com)  
This is a SER fund-raising project and a percentage of each item goes to the SER.



Travel Mug



Bib



Lunch/Train Box



Clock



Messenger Bag



Large Mug



Grey T-Shirt

Items will change in style, design, and graphics from time to time. If you see something you like, get it! Prices are subject to change.

# NMRA Contest Entry Form

Entry# \_\_\_\_\_

**PLEASE PRINT ALL INFORMATION**

NAME: \_\_\_\_\_ AGE: \_\_\_\_\_  
 GROUP NAME: \_\_\_\_\_ NMRA #: \_\_\_\_\_  
 ADDRESS: \_\_\_\_\_ REGION: \_\_\_\_\_  
 CITY: \_\_\_\_\_ ST/PROV: \_\_\_\_\_ DIV: \_\_\_\_\_  
 ZIP/POSTAL CODE: \_\_\_\_\_ COUNTRY: \_\_\_\_\_ SCALE: \_\_\_\_\_  
 H (\_\_\_\_) \_\_\_\_\_ - W (\_\_\_\_) \_\_\_\_\_ E-MAIL: \_\_\_\_\_

**Arts & Crafts**

- GENERAL
- Kit Built
  - Original
  - Pattern
- NEEDLEWORK
- Kit Built
  - Original
  - Pattern
- RAILROADIANA
- Kit Built
  - Original
  - Pattern

**Model**

- POWER UNIT
- Steam Locomotive
  - Diesel & Other Motive Power
  - Traction
- ROLLING STOCK
- Passenger Car
  - Freight Car
  - Caboose
- OTHER
- Non-revenue Car
  - Structure - On Line
  - Structure - Off Line
  - Display - On Line
  - Display - Off Line
- POPULAR VOTE
- Favorite Train
  - Thumbs
  - Photo Match
  - Creativity (Structures)

**Photo/Pass**

- MODEL SUBJECT
- (A) Black & White
  - (B) Color Print
  - (C) Slide
- PROTOTYPE SUBJECT
- (D) Black & White
  - (E) Color Print
  - (F) Slide
- Pass Contest
- MODULE CONTEST
- Module - Individual
  - Module - Group
- Display Only (All Categories)

DESCRIPTION: \_\_\_\_\_

JUDGES HANDLING INSTRUCTIONS: \_\_\_\_\_

1. First Place or Gold Award (Best of Show) winning entries at this Contest level or higher are not eligible.
2. This *Entry Form* (Form 901) must be completed for all entries. The appropriate *Judges' Score Sheet* must be completed for contests requiring the judging form. (Model-except Popular Vote and Module)
3. Supplemental information, including plans and photos, may accompany your entry. However, the judges are under no obligation to consult this information. (The Contest Chair may limit this material.)
4. The Contest Committee reserves the right to determine how to display entries and Entries may not be removed from the Contest Room without notification of the Contest Committee and presentation of the claim check.
5. Be sure to declare a value on your Entry for insurance purposes.
6. After filling out this *Entry Form* and the *Judges' Score Sheet* (if applicable), return both to the clerk and receive the Entry Number for your *Entry Form*, *Judge's Score Sheet*, *Claim Check* and *Entry Identification Tag*. Place your Entry with the *Identification Tag* attached in the proper Category. Retain your "CLAIM CHECK". It **MUST** be presented to the Contest Committee to pick up your Entry.
7. I hereby certify that this Entry is entirely my/our workmanship or that the original exposure was made by me. I also hereby release the NMRA and all persons connected with this Contest from any liability due to damage to or loss of the Entry beyond that provided by the NMRA insurance coverage.
8. I agree that reproduction rights are granted to the NMRA for publication in the NMRA Bulletin or any other publication of the NMRA.

SIGNATURE: \_\_\_\_\_ VALUE: \_\_\_\_\_

## NMRA Contest Claim Check

I hereby certify that Entry # \_\_\_\_\_, entered in the Contest has been returned to me in satisfactory condition.

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

NMRA Form #901 Rev: B, 23 July 2000. All previous versions of this Form are obsolete.

## JUDGES' SCORE SHEET for NMRA MODEL CONTEST

Model Description \_\_\_\_\_ Entry No. \_\_\_\_\_

*Describe the model in detail. Check all the items that apply. Add additional data attached sheet. Attach extra pages with photos/plans/drawings and additional description as needed. Add as much additional information as possible about techniques and work incurred. If there is not enough space in any area, continue on attached sheet.*

**1. CONSTRUCTION (Maximum 40 Points)**

Points Awarded

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Drew my Own Plans     | <input type="checkbox"/> Followed construction article | <input type="checkbox"/> Soldered      |
| <input type="checkbox"/> Used Prototype Plans  | <input type="checkbox"/> Cut and fit metal             | <input type="checkbox"/> Made patterns |
| <input type="checkbox"/> Used kit plans        | <input type="checkbox"/> Cut and fit plastic           | <input type="checkbox"/> Made molds    |
| <input type="checkbox"/> Used commercial plans | <input type="checkbox"/> Cut and fit wood              |  |
|  | <input type="checkbox"/> Cut and fit cardstock         |  |
|  | <input type="checkbox"/> Cut and fit glass             |  |
|  | <input type="checkbox"/> Crosskitted or kitbashed      |  |

Describe in detail how model was built, complexity of construction , methods used.

**2. DETAIL (Maximum 20 Points)**

Points Awarded

Describe complexity, difficulty, refinement, amount of additional detail parts added.

**3. CONFORMITY (Maximum 25 Points)**

Points Awarded

Give information as to prototype modeled or explain logic of design. Include copies of photos, drawings and plans.

**4. FINISH and LETTERING (Maximum 25 Points)**

Points Awarded

- Finish:  Weathered     Non-Weathered     Spray     Airbrush     Mask and Spray.
- Signs & Lettering:  Decals     Hand Letter     Dry Transfers     Photo Reduction     Photo Etching

Describe finish and lettering methods in detail

**5. SCRATCHBUILDING. (Maximum 15 Points)**

Points Awarded

List all parts you have fabricated. Note any special or unusual features added.

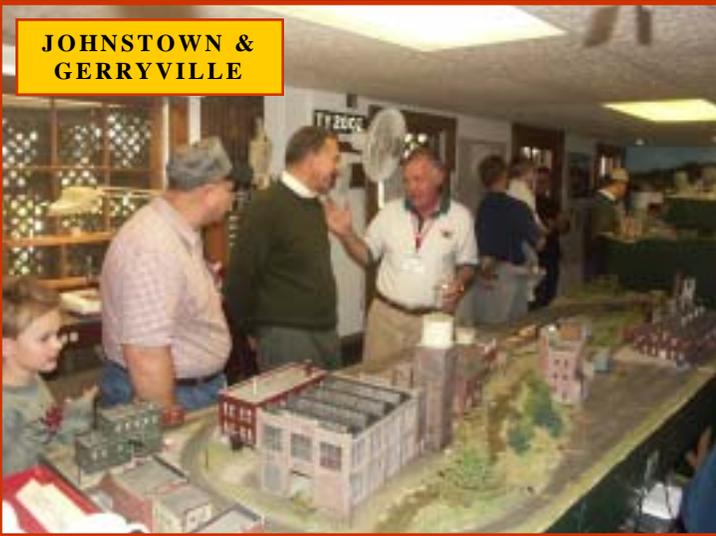
**This space for contest committee only.**

Score Tabulated by \_\_\_\_\_ Verified by \_\_\_\_\_

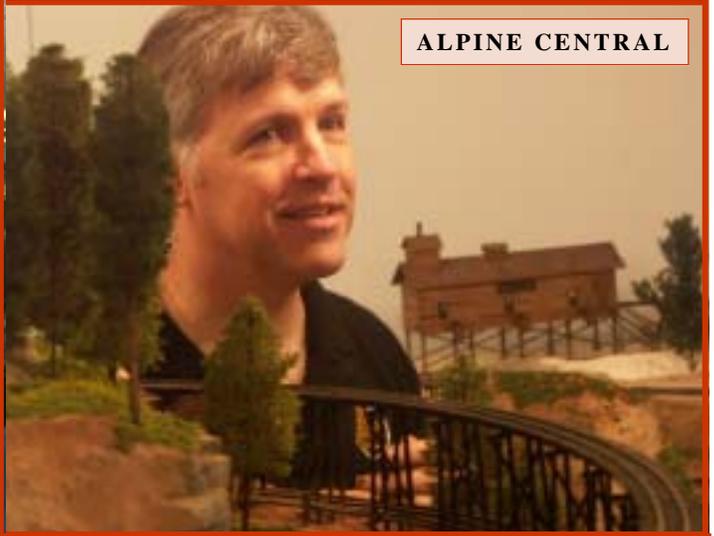
NMRA Contest Form 902 Rev B, 23 July 2000. All previous versions of this Form are obsolete.

**FINAL TOTAL**

JOHNSTOWN &  
GERRYVILLE



ALPINE CENTRAL



# 2004 PIEDMONT PILGRIMAGE



JOHNSTOWN &  
GERRYVILLE

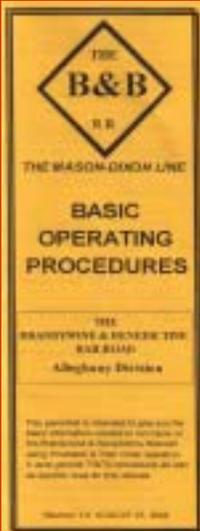


ATLANTA  
INTERLOCKING





**BRANDYWINE & BENEDICTINE**



**NYC ADIRONDACK DIVISION**

**VALLEY & TEKOA RAILROAD**  
Ticket good for one first class passage only from:

**BETHEL JCT.**

to station stamped on back of ticket.

**SUBJECT TO THE FOLLOWING:**

1. Destination must be reached without any unauthorized stop-over.
2. All persons stop being a seat must have a ticket.
3. Passengers are prohibited to jump down and run ahead of train.
4. The conductor is authorized to collect tickets only, no children, livestock or produce.
5. Prohibited on starting of passengers from the train in the cars.
6. Carriage of animals permitted only in the baggage car.
7. Receipts to passenger cars will not be issued, all quarters must be settled on the train.
8. Ticket holder will refrain from excessive drinking in the cars.
9. Ticket holder will not interfere with regular operations of the train.
10. In setting the clock, the standard will only be used, and is not responsible beyond the time limit.

Passenger Ticket Machine  
**VALLEY & TEKOA RAILROAD**  
General Office  
1004 First World Drive  
LEBAN, Georgia

021 9021 9  
NEW BETHEL JCT.

TO - Station stamped on back.

FIVE

**INSTRUCTIONS TO AGENTS**

This stub, preferably as detached from the Ticket when sold, must be returned to the Auditor with the monthly report of Ticket sales.



**VALLEY & TEKOA RR**

