



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

*The* **SOUTHERNER**



Volume 46, Number 4.5

[www.ser-nmra.org](http://www.ser-nmra.org)

Fall 2005

# CINCINNATI LIMITED 2005



2nd Place in Display-Online - Scott Matherly



The

# SOUTH ERNER



## WAYBILL

Volume 46, Number 4.5



Fall—2005

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

### EDITOR

**Paul V. Voelker**

6438 Paradise Point Road  
Flowerly Branch, GA 30542-3143  
(770) 967-1644 [Leave message]

**voelkerpv@msn.com**

paul-voelker@email.msn.com  
stegmark3@hotmail.com

### STAFF

**Assistant Editor - Advertising:**

Bob McIntyre - 770-518-8923

**Robert.L.McIntyre@ge.com**

**Assistant Editor - Division Events:**

Merrill Compton Jr. - 205-871-3730

**bhambones@aol.com**

**Assistant Editor - Feature Articles:**

Joe Gelmini - 770-460-8873

**Papagel1@aol.com**

**Assistant Editor - Region News:**

Melvin G. Sheppers - 205-791-1556

**melmania@bellsouth.net**

### Deadlines For Submission

Winter 2006 (Jan) - Dec. 1, 2005

Spring 2006 (Apr) - Mar. 1, 2006

Summer 2006 (Jul) - June 1, 2006

Fall 2006 (Oct) - Sept. 1, 2006

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: Scott Matherly's engine house gets 117 points & Second Place in Online Display after his idol, Sam Swanson. Sam got 122 points & First Place in the same category.

### ADVERTISING

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1/4	\$ 30	\$ 60	\$ 90	\$100
1/8	\$ 15	\$ 30	\$ 45	\$ 60
1/12	\$ 10	\$ 20	\$ 30	\$ 40
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## The SouthErneR

### Advertising Policy Statement

1. It is the role of this newsletter to disseminate news from the parent organization of this region, the NMRA, as it relates and is of interest to this region; to disseminate news from around this region; to educate its members on any and all facets of model railroading; to promote model railroading conventions, activities, shows & events; and to promote fellowship & camaraderie within the region.
2. Businesses & Non-Region persons are entitled to purchase space within the publication at the rates set forth by the BOD &/or the Editor and specified in the publication's Rate Structure Box that appears on the Table of Contents page of each issue of this newsletter. Rates are organized by the size of the spaces available and for the durations time shown.
3. Region members are entitled to purchase space within the publication to advertise events, conventions, activities or fund raisers that are separate from the region's or division's events, conventions, activities or fund raisers at the same rates as Businesses & Non-Region persons.
4. The advertiser is guaranteed that the space paid for will be no smaller in size than the space purchased nor for any shorter duration of time than purchased. However no guarantee is made that the Editor and/or the BOD have to accept any advertising space applied for by anyone or any entity if they believe there is some reason not to do so or if at some date in the future it is decided by the BOD to drop paid advertising from the newsletter. Nor is any guarantee made that the quality of any ad can be any greater than the capabilities of the reproductive process used to create the newsletter and within the budget specified by the BOD.
5. Free Space can and will be given within the pages of this newsletter to promote organization events, conventions, activities or fund raisers within or in close proximity to, this region for groups, organizations, clubs, other regions and their divisions on an "as space permits" and a "per-event" basis. There is no guarantee stated here that such advertising will be guaranteed to appear within this newsletter.
6. Individual Members of this region are not entitled to any "Free Space" based on their "status" (at whatever level of membership they have attained or purchased within the organization) to promote events sponsored or organized by themselves and not connected in any way with this region other than by geography. Businesses and Non-Region persons must follow the same guidelines as Individual Members regarding same.
7. The Editor reserves the right to reject any and all advertising that does not agree with the scope of the publication, or is in poor taste or offensive to the readers of the magazine.

Editor

## A.P. Awards

Master Builder—Scenery

Joe Gelmini

Association Official

Mike Ferry

Randall Watson

Tom Schultz

Association Volunteer

Mike Ferry

## Golden Spike

Harold Heacock

Winston Greeves

John Chilstrom

Brian Glock

Robert McIntyre

Christopher White

## Editor's Soapbox

As you all know, I don't usually write an Editor's column - I have enough to do just writing the rest of the magazine without burdening you with "my views" on whatever fad or gripe is working its way around the modeling community. However, this issue marks the end of my second full year as Editor of **The SouthErneR** and I have really enjoyed the ride so far and I hope you have too.

Last month I was once again attending (well working) the national convention. While all of those who attend got to enjoy the convention, your editor was elbows deep in....

Truth to tell, my role in helping to put on and run the contests is something I look forward to every year. It may seem odd that it should be the case that working the convention is a "fun thing" to do but it is something that few people will understand unless they themselves join in and lend a hand or even volunteer to help out on a regular basis (national's Arts & Crafts contest needs a Contest Chairperson). I know that most people feel that if they have plunked down their "hard earned money" to see a show, they should be entertained.

Well, I have been plunking down my "hard earned money" for years just to be able to enjoy the experience of helping to entertain YOU! And not just at the national conventions either, but as editor of this here publication that I sincerely hope you enjoy as much as I enjoy putting it together. (I already said that didn't I?)

Someone told me just recently that they were worried that the effort I am expending on these many publications will burn me out. That may well happen at some point in the future but I am enjoying the ride too much to worry about that now.

In this issue you will find a few pictures of the national contest & trainshow. For a more detailed look at the AP judged model contest I suggest looking on the region's website ([www.ser-nmra.org](http://www.ser-nmra.org)) for the online-only **CL2005 Model Contest PhotoBooks Parts 1 & 2**. In their pages you will find many photos of all of the models entered in this year's national contest, not just the winners, but all 72 of the models entered. The

format is the same as last year's **PSX2004 Model Contest PhotoBook**. (I shot over 1500 photos and this is one way to show off some of them.)

Also there you will find a new third installment titled **CL2005 Module Contest PhotoBook** which has pictures of most of the modules that were in that contest. The Module Contest is conducted at the national trainshow every year and any single individual or group can enter it.

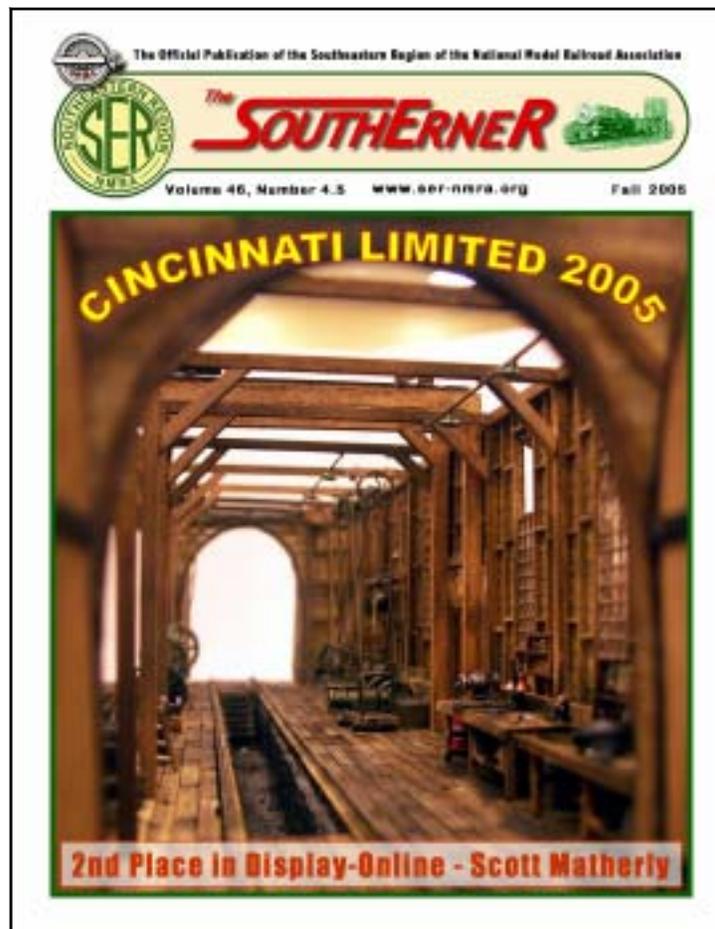
In this issue is a discussion of the Locomotive Performance Contest that made its return this year to national conventions. The electronics have been upgraded from the original equipment that dated back many years to when "tubes" were still being used.

One further thing and then I'll shut up, a few months ago three people got their **Model Railroad Author** certificates and I was among them. All three of us got it primarily for writing articles that were published within these pages. That opportunity is available to **anyone** residing within this or any other region, you just have to sit down and do some writing and a little research. (Taking and sharing a few pictures wouldn't hurt either!)

A few years ago I thought that "never in my wildest imagination would I be able to get an author's certificate" but it wasn't really that hard to do. The hardest part for most people is finding someone that will publish something you write - doing the article is the easy part!

Well trust me on this one, almost any article on the hobby or trains in general, that shows up in person or on my computer, is likely to end up in the "next available magazine" which in my case means: **the NEXT magazine!** This isn't one of the national publications that has a huge backlog of articles to choose from. Any article that shows up is one less article that I have to write to fill up the space. Plus each article submitted gets **YOU** that much closer to your **Model Railroad Author Certificate!**

As this is a region publication, you get 2 points per page whether it is used in the printed version or the online version. However, half of the total points submitted (21 out of 42 total points) has to be done in the printed version. Both John Stevens & Bob McIn-



tyre turned in over 42 points each (43 & 46 respectively). In both cases they were able to count both articles that they submitted and the reports that they do for each issue as a part of their official duties for the jobs they hold. (Yes, Division Reports & Chairman's Reports count toward your certificate.)

I myself turned in a few more than they did at 202 points - 48 points for the printed versions plus 152 points for the online versions and one clinic I counted (2 points). Why 202? Well I didn't want anyone to think I was just doing the magazine to get the "bare minimum points" needed for the certificate and then had plans to "bolt from the job" as some would do (particularly a lot of people who get their Volunteer Certificate!) as I plan on having this job for quite a while longer because I like doing it, not because I needed to do it.

Now depending on how photos are counted (like as in 1/3 page each), the scoring for just the online-only **PSX2004 Model Contest Photo Book** alone (52 pages & 260 photos) can be counted as either 104 points (page count) or 173 points (photo count). That is something to think about isn't it? **Go take some pictures!**

Clinics also add to your total points for the Author certificate however, you must have a "hand-out" for the clinic to count. Since you have to write that anyway, submit it, together with some photos and drawings or plans you did to present your clinic, as an article for publication in **The SouthErneR** (instant results) or some other publication of your choosing.

I've also been known to use (verbatim & with accreditation to the author) stories or discussions that appear on the SER Yahoo Groups website when I think they might be of interest to the general membership or to save me the time in writing something. For example, Bruce Smith's story in the previous issue (Summer) on the Montgomery convention is a case in point. Bruce saw more of the convention than I did and when someone on the Yahoo group asked for a description of the event, Bruce wrote about the convention happenings. I then asked him if I could use his work in **The SouthErneR** and that story (together with some of my photos) became the convention article. Saved me a lot of writing and gave Bruce points towards MR Author, best of both worlds! Think about it...



# ANNOUNCING ANOTHER *E-SOUTH ERNE R* EXCLUSIVE

## CL2005 Model Contest PhotoBooks

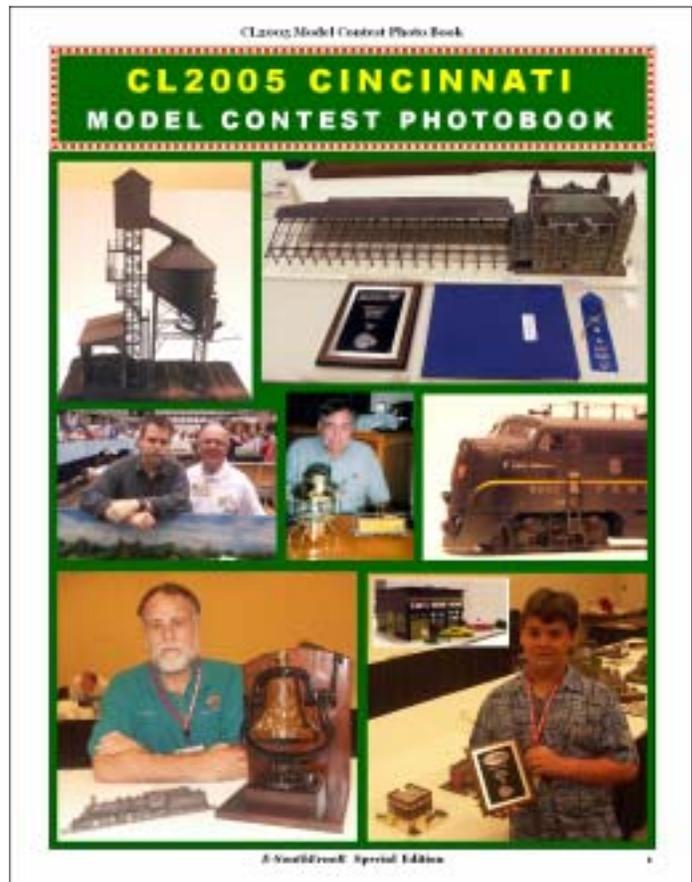
**Part One - Rolling Stock (includes engines)**  
39 pages + 175 photos

**Part Two - Structures & Displays**  
61 pages + 175 photos

**Part Three - Module Contest**  
52 pages + 100 photos

These three volumes show in pictures, all 72 of the models that were entered at the Cincinnati Limited 2005 Convention's AP Judged Model Contest together with all of the point scores for each of the categories plus each model's overall score. In Part 3 you will find many photos of entries in the (little advertised) Module Contest together with each Module's point scores.

**See what you missed by not attending the convention!**



# **GLENWOOD SPRINGS 1954**

View is looking SSW from the first tunnel east of Glenwood Springs, CO. In the far distance, behind the pole supporting one half of the tunnel guard, can just barely be seen the embankment behind Glenwood Springs station's passenger platform. (See next page)



Embankment at  
Glenwood Springs  
Station Platform

A Denver & Rio Grande Western freight heads west-bound past the platform at the Glenwood Springs station with F7A #5624 leading an ABBA set of EMD locomotives painted in the black & yellow scheme.

All photos in this article were taken by Walter G. Voelker, Jr. during his vacation with his parents in the early summer of 1954.



Embankment at  
Glenwood Springs  
Station Platform

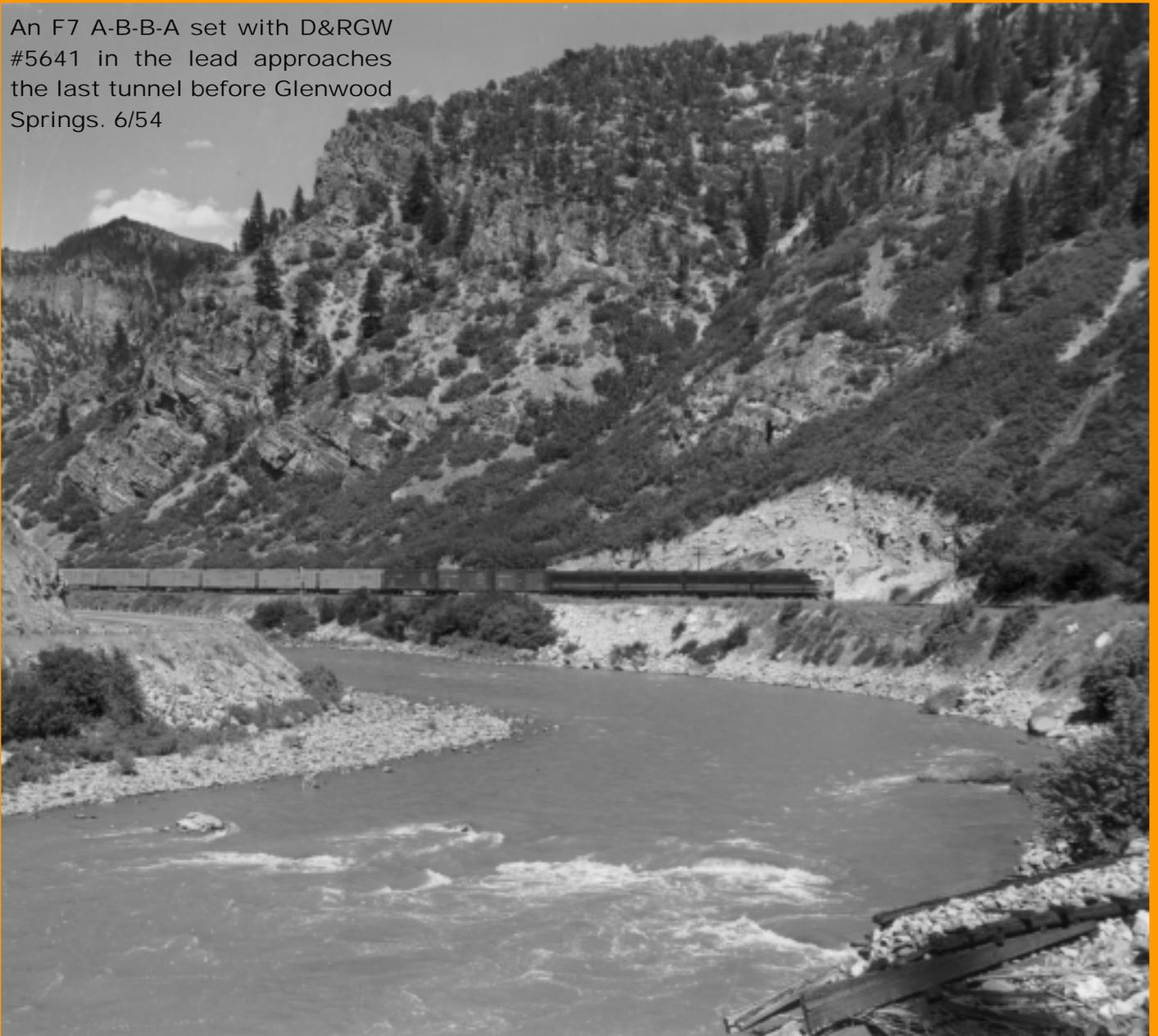
Caboose #01421 on the rear of the train lead by F7A #5624 is seen passing the station at Glenwood Springs. The caboose appears to be staffed by two men one of which is in the left side of the cupola with the other standing on the rear platform. 6/54

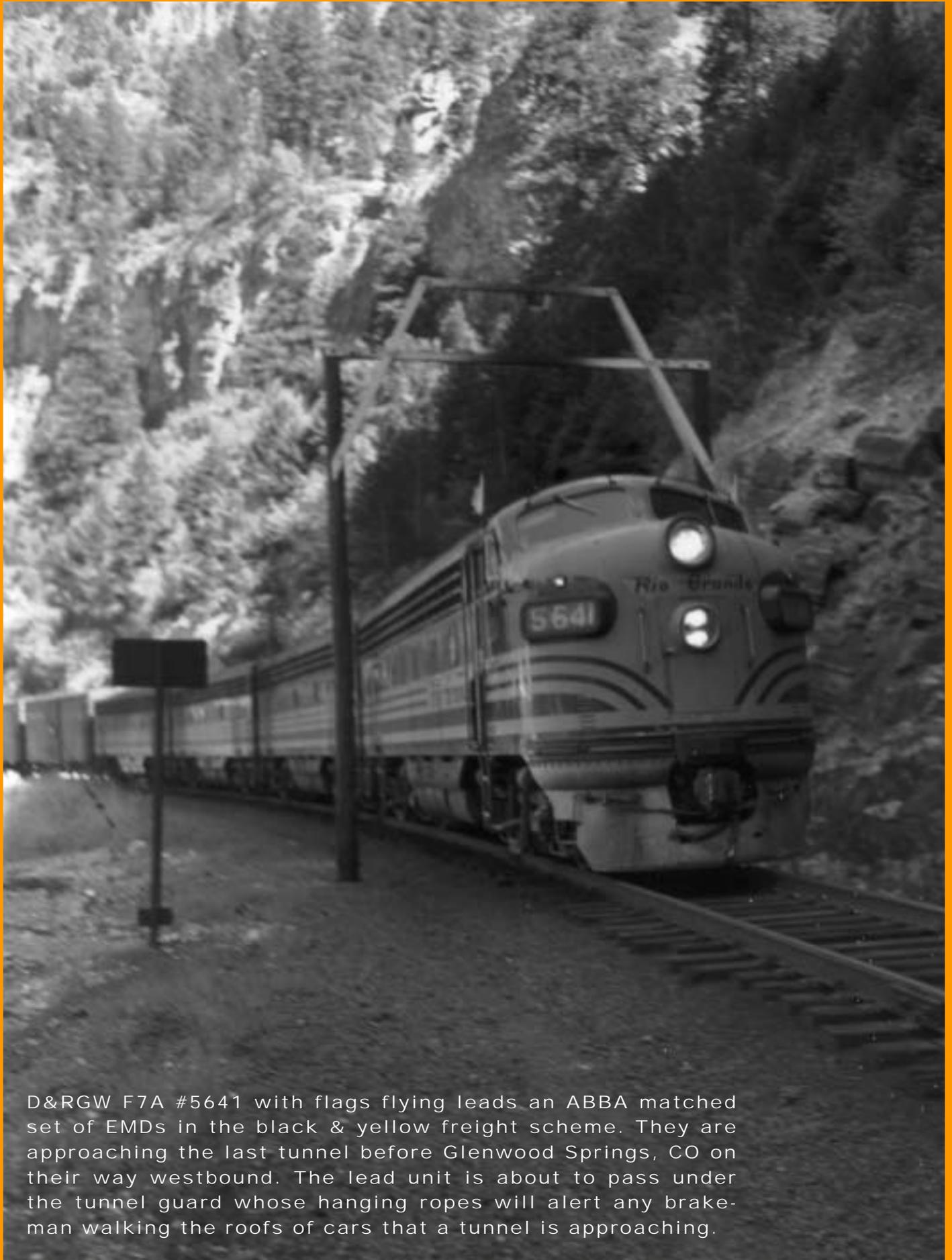


D&RGW Mountain #1509 is seen backing off of the wye and into Glenwood Springs yard with a wreck train in tow. Behind #1509 is wreck crane #028, two crane tender cars, RS3 #5204, two flats with wheels & trucks, a gondola, and an old baggage car in wreck train service. 6/54



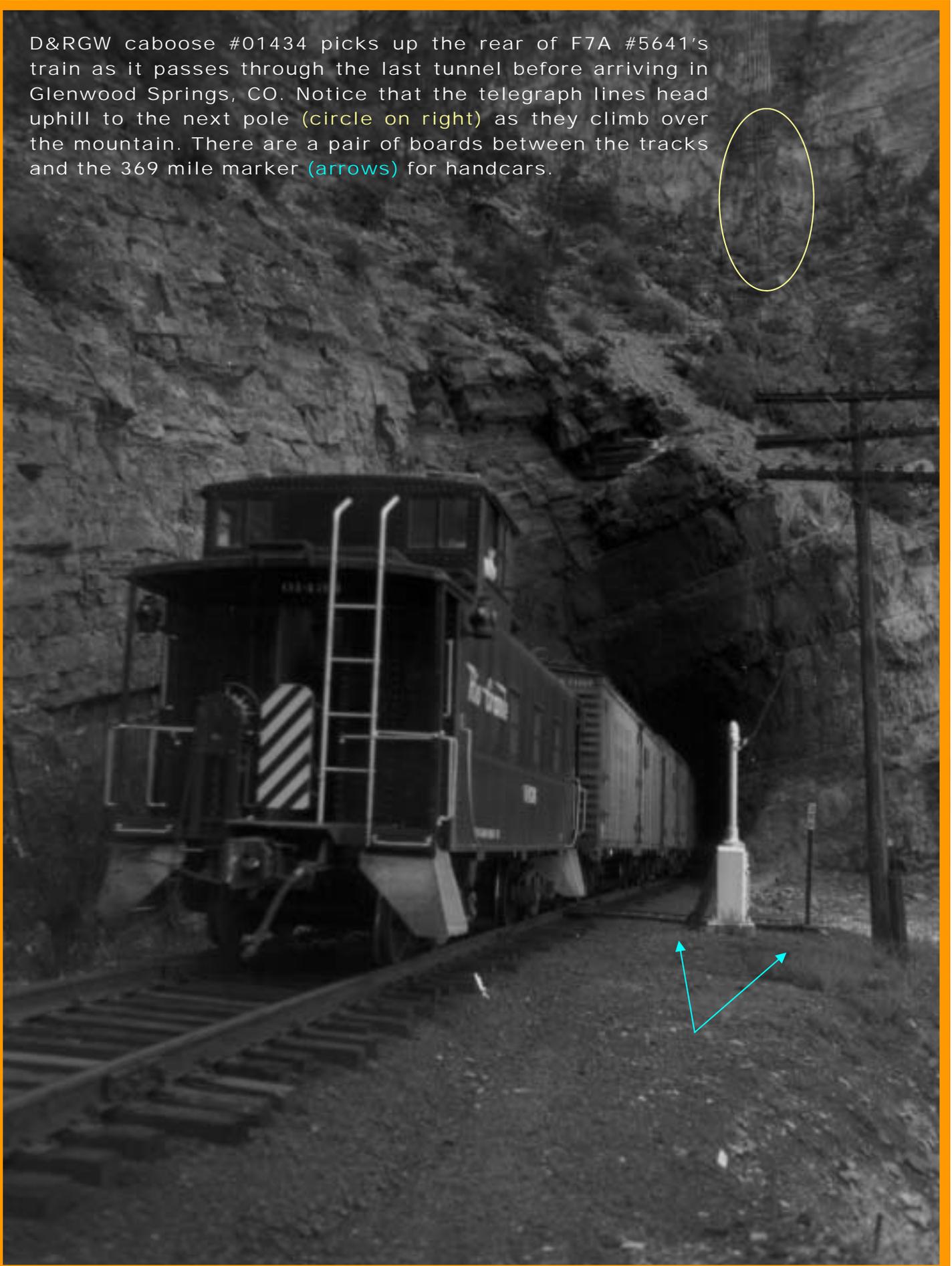
An F7 A-B-B-A set with D&RGW #5641 in the lead approaches the last tunnel before Glenwood Springs. 6/54





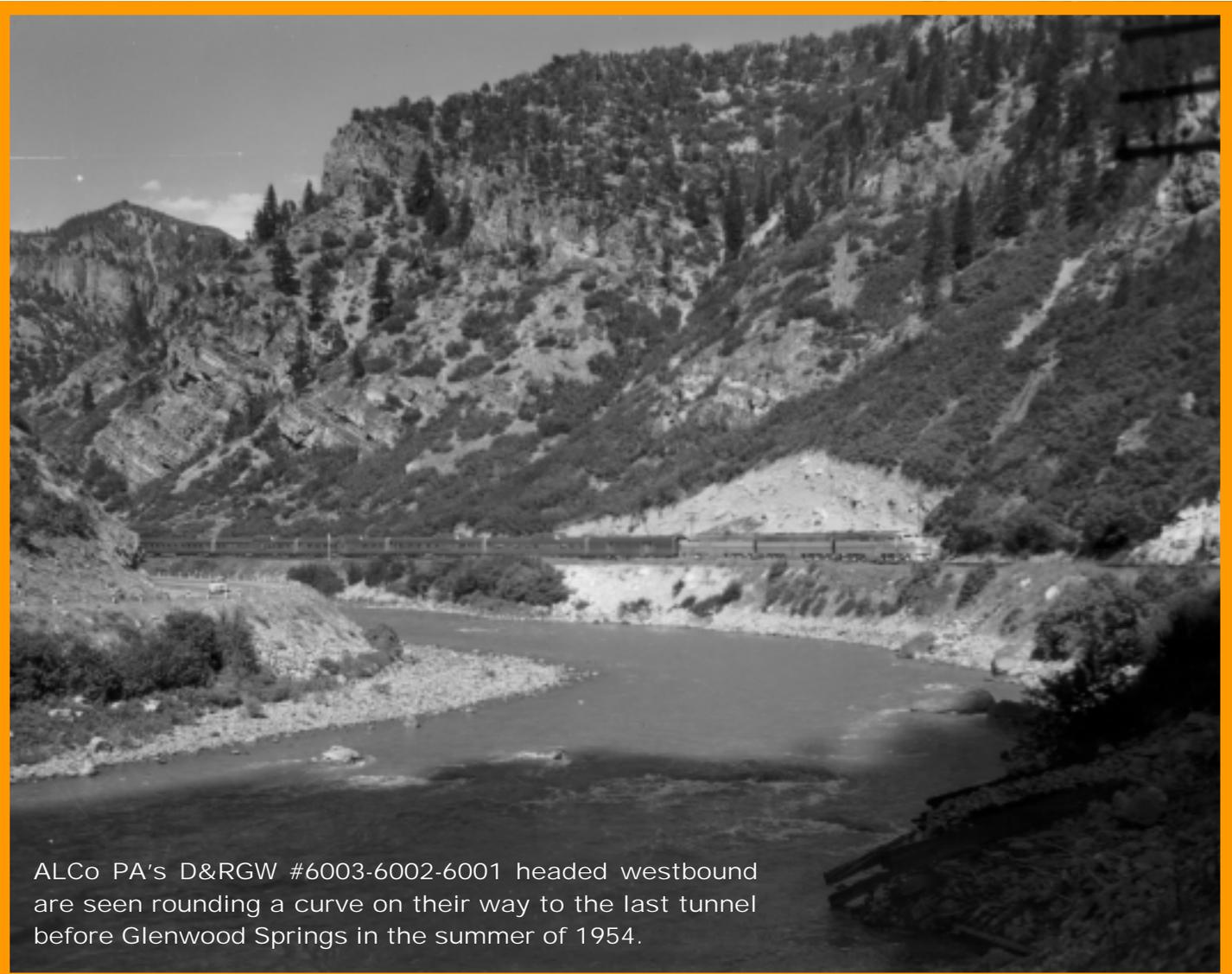
D&RGW F7A #5641 with flags flying leads an ABBA matched set of EMDs in the black & yellow freight scheme. They are approaching the last tunnel before Glenwood Springs, CO on their way westbound. The lead unit is about to pass under the tunnel guard whose hanging ropes will alert any brakeman walking the roofs of cars that a tunnel is approaching.

D&RGW caboose #01434 picks up the rear of F7A #5641's train as it passes through the last tunnel before arriving in Glenwood Springs, CO. Notice that the telegraph lines head uphill to the next pole (circle on right) as they climb over the mountain. There are a pair of boards between the tracks and the 369 mile marker (arrows) for handcars.





Above A rare EMD (11 built) MRS-1 U. S. Army #1808 works the freight yard at Glenwood Springs, CO coupled to D&RGW caboose #01351 on the tail end of a reefer block.



ALCo PA's D&RGW #6003-6002-6001 headed westbound are seen rounding a curve on their way to the last tunnel before Glenwood Springs in the summer of 1954.



ALCo PA's D&RGW #6003-6002-6001 passing under the tunnel guard near the mouth of the last tunnel before Glenwood Springs on their way westbound.



A California Zephyr Dome Observation enters the last tunnel before Glenwood Springs. The train will be stopping at the Glenwood Springs station in just a few more minutes. For the photographer, it will be a much longer trip back to the station and carrying a heavy camera and tripod. 6/54

D&RGW RS3 #5204 moving a wreck train with wrecker #028 and a couple of wreck crane tender cars around the yard at Glenwood Springs in the summer of 1954.



Still trailing a cloud of steam is D&RGW steam wrecker #028 while being pushed through the freight yard in Glenwood Springs by RS3 #5204. The pair had been a part of a wreck train brought into the yard by D&RGW Mountain #1509 (seen on page 9).



Both photos on this page are enlargements of the photos on the previous page of the RS3. Note that the rectangular stack is lengthwise on the long hood and that there are louvers on the doors on the long hood.



# Scratchbuilding the Atlanta Terminal Interlocking Tower

*By Scott Povlot*

This won't be an article about how to scratchbuild an interlocking tower, I will mention some of my construction techniques, but I don't think that I am an expert on scratchbuilding. I wanted to relate my experiences on my first attempt at scratchbuilding and entering an NMRA contest.

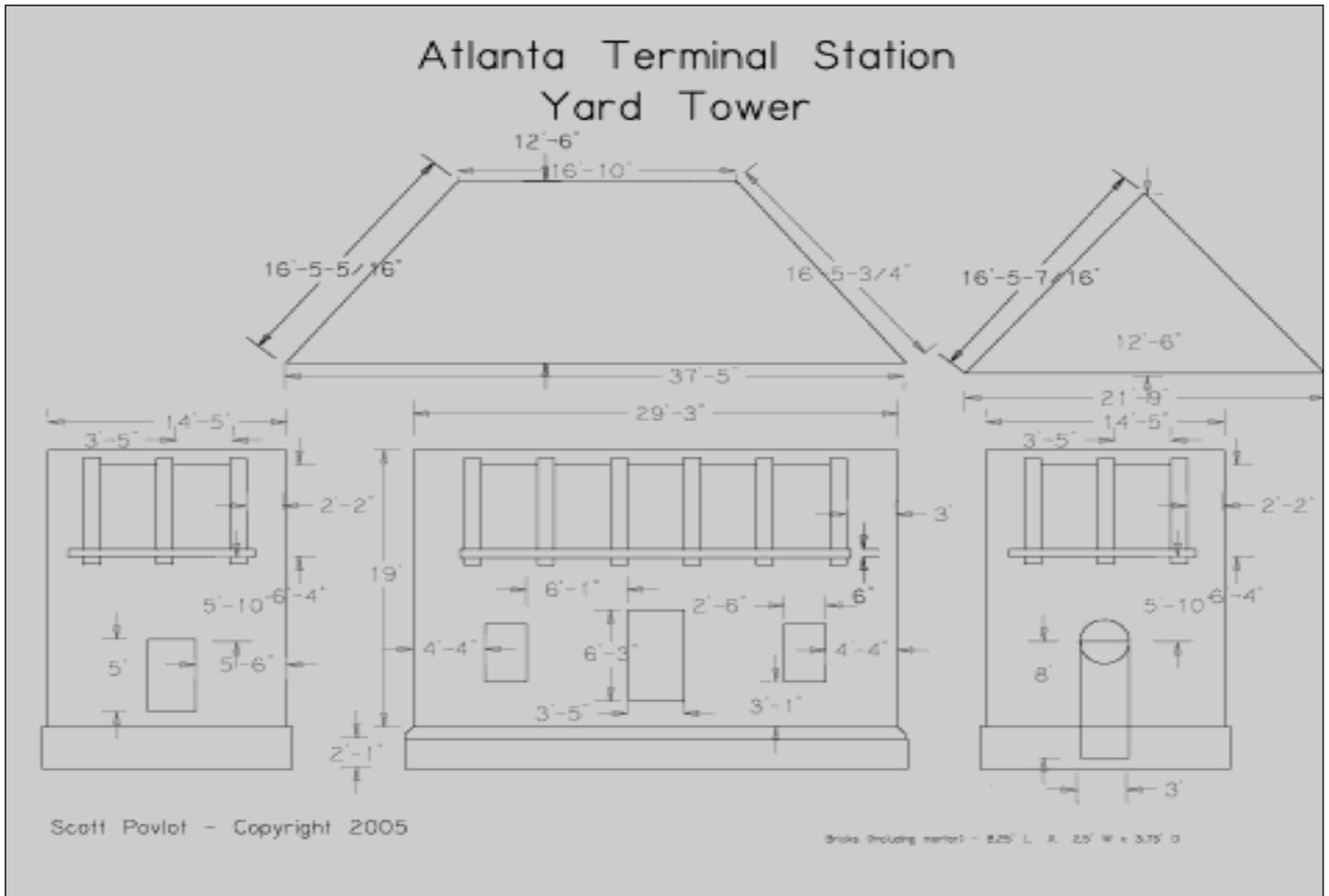
My main modeling interest is the Central of Georgia Railway in the Atlanta area. A hotbed of railroad activity in Atlanta was downtown between the Atlanta Terminal Station and Union Station. The Terminal Station was shared by Southern Railway, Central of Georgia Railway and Atlanta and West Point Railroad. Union Station served Atlantic Coast Line, Nashville, Chattanooga & St. Louis, Louisville & Nashville, and Georgia Railroad. Unfortunately, both stations are now gone, victims of

"progress" in Atlanta. Terminal Station has been replaced by the Russell Federal Building. Union Station is now a parking lot. So, in an effort to "save" this piece of history, I plan to model the Atlanta Terminal Station and surrounding area in HO scale.

I realized that the actual Terminal Station would have to be scratchbuilt since it is so unique. However, that was way too daunting for my first scratchbuilding project. Previously, I have built a few models from kits such as Lifelike and DPM models. But I have never tried to reproduce a historical building or scratchbuild any structure. So, I chose to do a more manageable structure.

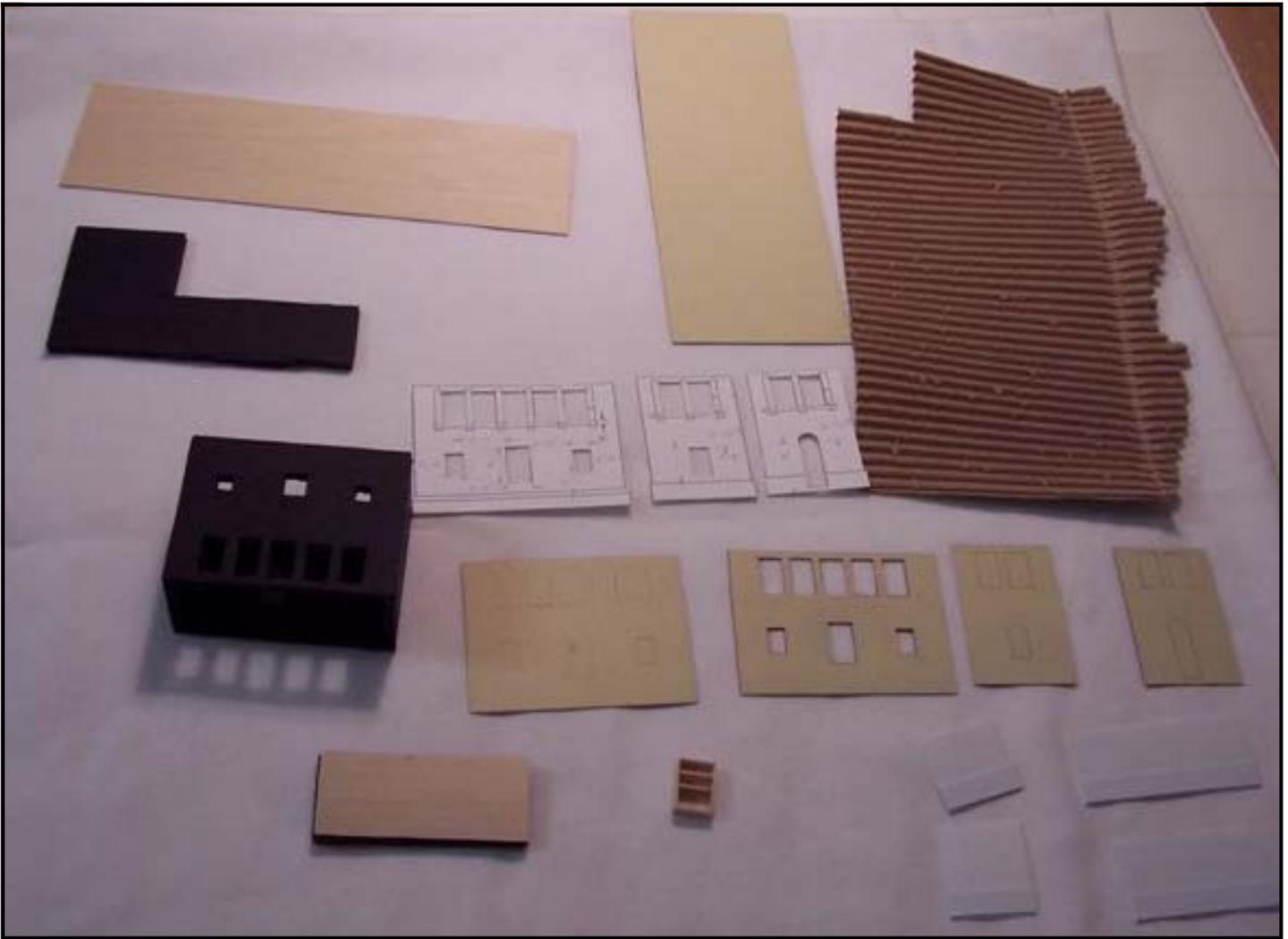
The interlocking tower at the Terminal Station was





built with architecture similar to the terminal. Like the terminal, the tower had a Spanish style roof, yellow cream colored brick and an arched doorway. In terms of a scratchbuilding project, it was small and manageable. And best of all, the tower is still standing near Spring Street and Mitchell. I didn't know how to get the actual plans. So, I took the next best step and went "on location". I took about 30 photos with my digital camera from all angles possible.

But now what? I stared at the pictures for a while trying to figure out how to get from a photo to scale measurements. I couldn't get close enough to the actual tower to make any physical measurements. So, I started counting bricks on my photos which is about as much fun as watching paint dry. But I think I got very accurate measurements based on a standard 8 inch brick size. Originally, I was sketching the measurements on paper using a pencil. I wasn't doing a very good job drawing to scale even with the measurements. So, I searched the Internet and found a free CAD drawing program called CAD Standard Lite (<http://>



www.cadstd.com). The program allowed me to draw plans using actual measurements and print them to HO scale! So, after lots of brick counting, using a calculator and drawing lines and boxes on the computer, I had an HO scale drawing of the tower.

Now, I had to build it. But I had never done a scratchbuilding project before. I asked a few people and again searched the Internet. It seems that there are many different ways to scratchbuild a structure. I found a very good clinic on Ken Spranza's horailroad.com site ([http://www.horailroad.com/clinic2/cl2\\_005.htm](http://www.horailroad.com/clinic2/cl2_005.htm)). The clinic shows how to scratchbuild using foam core board to build a very strong substructure and cover that with a veneer such as brick patterned styrene. This is a good technique for sturdy structures, especially those with odd angles. So, I purchased the necessary materials such as the foam core board, styrene and paint. Then, off to the workshop to build the tower.

The construction process was definitely a learning experience. I was using some materials for the

first time which required learning new techniques. I used sheet styrene, wood, foam core board, cardboard and metal. For example, to join the foam board, I used hot glue which I found out can burn you (ouch!) and sets very quickly. I used a new glue, Perfect Glue 1 by Liquid Nails, to join the styrene brick to the foam board. I also used Cyanoacrylate (CA) to attached metals and other details. I learned that all of these glues have a different tackiness, work time and set time. Some only work on certain materials. I used to think that glues just "glued" stuff together.

I also found out that the foam board technique may not be the best for a model with a detailed interior. When I took the structure "in progress" to our local Piedmont Division meeting, Dr. Joe Nichols, Sr. commented about the walls being much too thick. That night, I used a straight razor blade to thin the upper level of the foam board walls to a scale 6 inches thick. It's good to take advice from an experienced MMR.

At the beginning of this article, I mentioned entering the model contest. Perhaps, I should have



modeling and a step toward earning the title of Master Model Railroader. But, a blue ribbon along with a Merit Award wouldn't be too bad. So, I put my sights on the SER contest. Having a real deadline for finishing the model was a great motivator in getting the model completed.

I was working on the tower right up until the SER Convention. I actually finished scratchbuilding the windows in the car on the way to Montgomery. I don't recommend using a sharp X-Acto knife in a moving car. Don't worry. My wife was driving the car which can be just as dangerous. We arrived Friday night and I worked into the night adding final details. Again, this was a learning experience. In the future, I would prefer to have the model completely finished before I arrive. But, my goal was to enter it in the SER contest which I did.

The contest was great. I have to say I was a bit intimidated putting my model in the same category as MMR Bob Beatty's Bessemer Station which was awesome. Larry Smith was running the SER contest. He invited me to sit in as an "apprentice" judge. He had one caveat that I could not "judge" or even comment on my own model unless I

said "contest and AP Merit Award judging." I am not so much interested in getting a blue ribbon as I am in getting a Merit Award. Personally, I think that the Merit Award is the real indication of good





each of the categories - construction, details, conformity, finishing and scratchbuilding. This was a very enlightening experience. I must say that there is quite a bit to learn from the likes of Dean Belowich, Nate Stone, and Mike Ferry, to name a few. I got a better insight into how the NMRA scoring grids are used to apply standard scores to the models.

So, I got a total score of 81 in the contest. That's just shy of my goal of 87 1/2 for an AP merit award. Based on the judging comments and other feedback I got at the convention, I will be making some changes to the tower and entering the model in my division's local contest in November. This whole experience was great for improving my modeling skill and making me a better model railroader. On to my next scratchbuilding project.

wanted a great big score of zero. That wasn't a problem. I got to sit in with the judges to see the process of how the models were evaluated on

## The President's Car

Robert Beaty, MMR



Greetings to all. I hope this issue of **The SouthEneR** reaches you all and you are all safe. I know that some of you have experienced the worst nightmare to hit our country in a long time. Hurricane Katrina. This letter to you is of necessity brief as I have been spearheading recovery efforts for Cingular Wireless facilities in both Mississippi and Louisiana. I have not had much chance to "play trains."

I would like to share with you some of the railroad related sights I saw while in the area right after the hurricane hit. The East-West mainline for CSX and AMTRAK is unusable. The roadbed in many areas is completely washed away. In others, it was the railroad right of way that saved houses from destruction if you were on the North side. The long bridge from the Ocean Springs area to Pascagoula has 7 spans missing. There was a GP40 on the ground next to US 90 (vertical but not on the rails) and numerous tank cars isolated on sidings. CSX Crews were busily restoring the track, signals and re-railing rolling stock. The bridge from Waveland to Bay St Louis is also severely damaged (The parallel US 90 Bridge is completely destroyed). You may take this route for granted but it is a major link from West to East for goods and produce.

In New Orleans, the marshalling yard is under water. East of downtown, huge ISO containers are floating like corks. You probably have seen that the AMTRAK station and trackage next to the Super-

dome is also under water. The I-10 Bridge from Slidell is badly damaged but apparently, it protected the former Southern RR bridge that parallels it. But once in the city, there is no place to go. The results of Katrina on railroad infra-structure and the recovery efforts would be an interesting article for a future publication.

On a brighter note, There are several Model Railroading events in the SER coming up. Such as the Palmetto Division's "Get Together" in November. Then there is also the Piedmont Pilgrimage that same month that was recently written about in the September issue of Scale Rails.

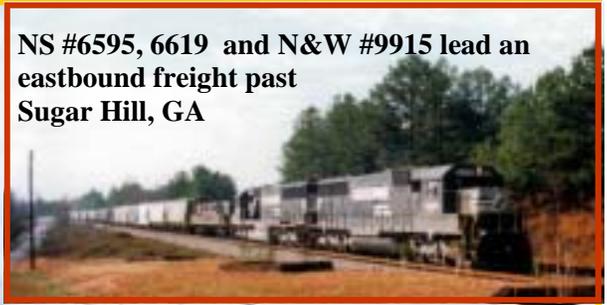
The BOD will meet in Memphis at the site of the 2006 Convention on October 1. In addition to the BOD members and committee chairmen, you are invited to attend also. Our membership remains steady and the national organization is getting its hands around the new computer system and data base. So renewing your membership and supporting the SER will soon be less of a hassle.

Every one take care, have fun and keep on "Training."

Bob Beaty, MMR  
President, SER

N&W slug #9915, an ex-Trainmaster passes Sugar Hill, GA on its way north after having its trucks worked on and repainted at the Birmingham shops in early 1987.

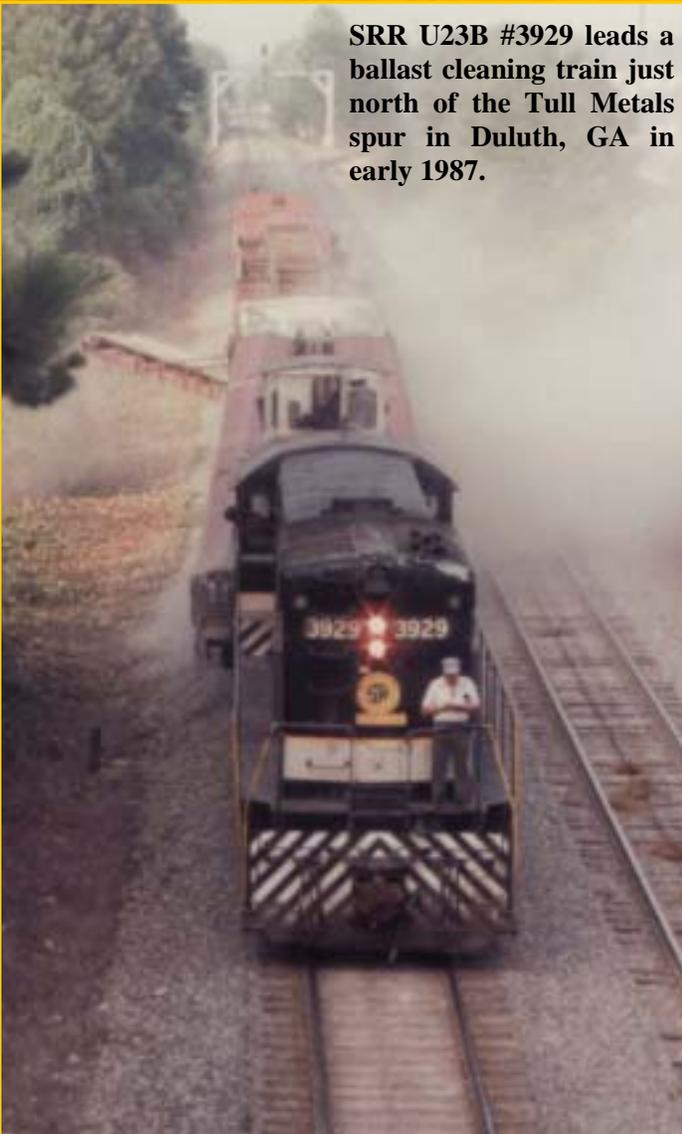
NS #6595, 6619 and N&W #9915 lead an eastbound freight past Sugar Hill, GA



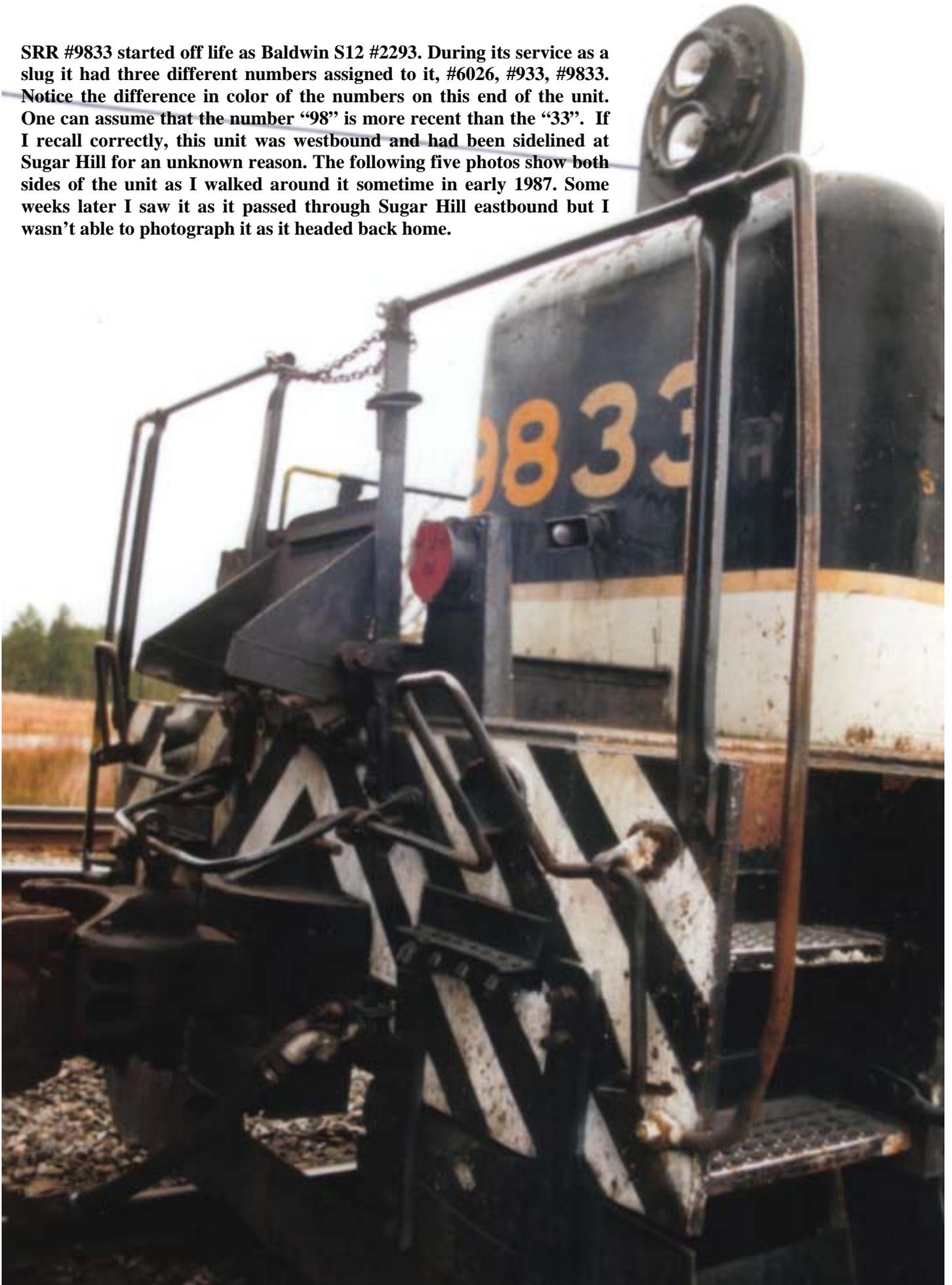
SRR U23B #3929 leads a ballast cleaning train just north of the Tull Metals spur in Duluth, GA in early 1987.

## “SLUGFEST IN SUGAR HILL”

View of the underside equipment on SRR slug #9833 at the long siding in Sugar Hill, GA.



**SRR #9833 started off life as Baldwin S12 #2293. During its service as a slug it had three different numbers assigned to it, #6026, #933, #9833. Notice the difference in color of the numbers on this end of the unit. One can assume that the number “98” is more recent than the “33”. If I recall correctly, this unit was westbound and had been sidelined at Sugar Hill for an unknown reason. The following five photos show both sides of the unit as I walked around it sometime in early 1987. Some weeks later I saw it as it passed through Sugar Hill eastbound but I wasn’t able to photograph it as it headed back home.**



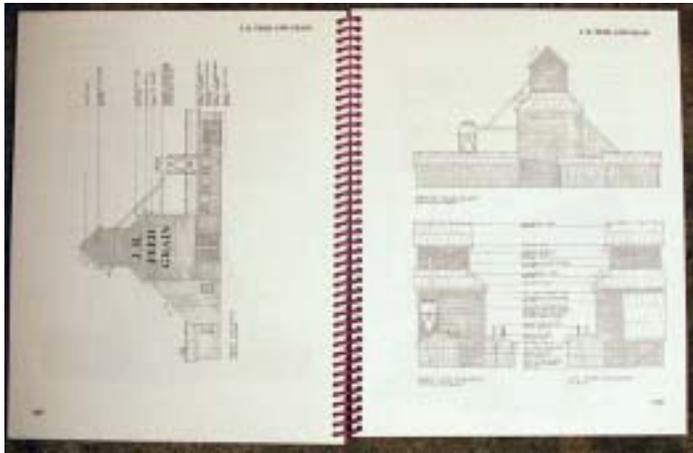




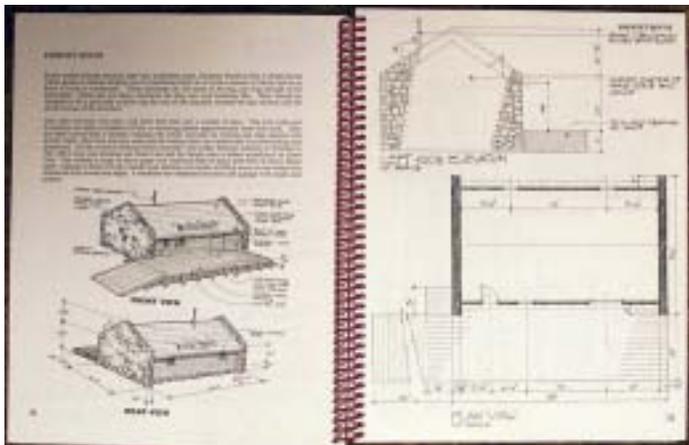
# “EARLY WOOD FRAME AND STONE STRUCTURES”

A book by Pat Harriman, MMR

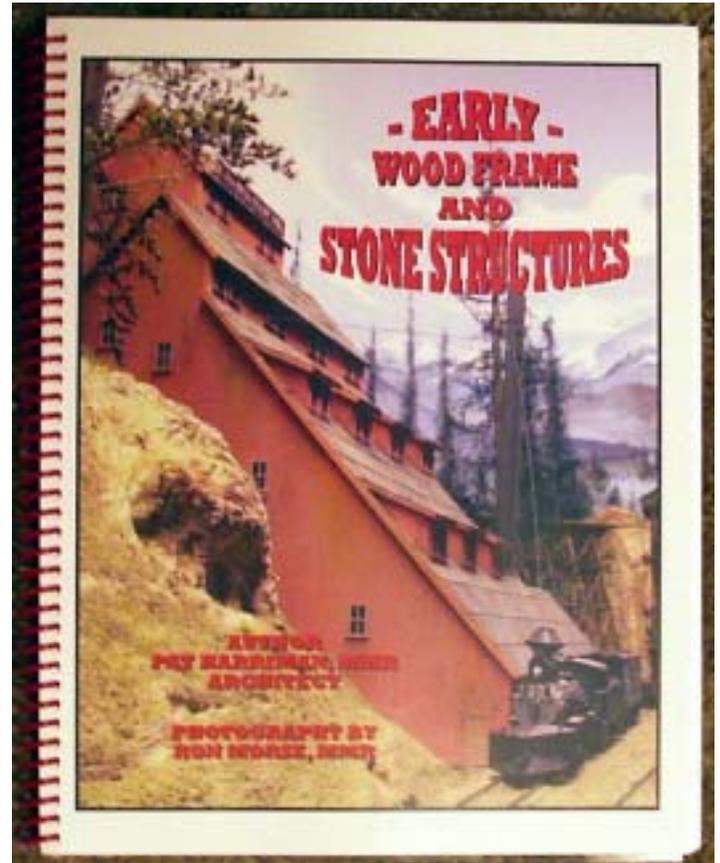
One of the stumbling blocks we all face as model builders of freelance structures is just what should our structures look like and how can we make them appear as though they could have existed. Most of us need some kind of a “guide” to go by. Inside this book are a series of freelance structures that, with one exception, could have existed. That one exception being a structure, a Blacksmith’s Shop, which really did exist and was owned by the grandfather of the photographer, Ron Morse, MMR, whose photos of Pat’s structures appear in the middle pages of the book.



Pat has provided an explanation of how each structure was built by him. All of the drawings of structures in the book are of models that have been built by Pat. There are front, rear, right, and left side views of every structure together with a plan view of each and 3/4 front & rear views. Each drawing has many notations explaining what materials were used in the construction of each model. The book is spiral bound and lays flat making it very easy to use.



Pat Harriman is a Master Model Railroader and a retired architect. He is also the Achievement Program Manager for the National Model Railroad Association.



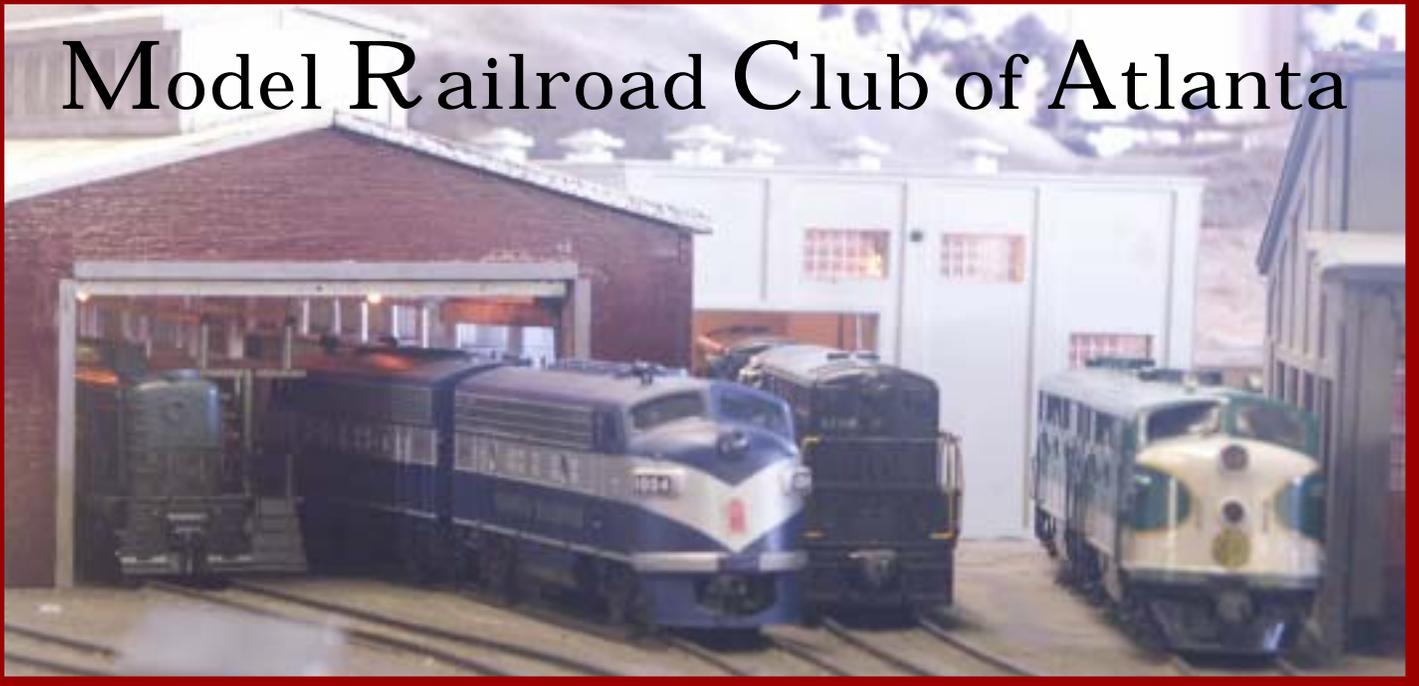
This book contains a wealth of information that every modeler would find useful. I myself bought two books, each being a signed and numbered copy. I think you would find this to be a useful purchase either for use in building your own freelance structures or just to browse through to get ideas. I don't think you will be disappointed!

Paul V. Voelker, SER Editor

To order a book send \$29.95 plus \$5.00 shipping and handling to:

**Pat Harriman, MMR**  
**9331 Farley Lane**  
**Overland, KS 66212**

# Model Railroad Club of Atlanta



First organized in 1937, the (O-Scale) Railroad Model Club of Atlanta may well be the oldest model railroad club in the state if not all of the southeast! Their current layout was started in 1946 and has remained in this same location on the second floor of a building which is not many blocks away from the gold dome of the state capital building in downtown Atlanta.

Members meet every Monday night to work on the layout and collectively, all of the members have poured over 25,000 man-hours into the construction and maintenance of the layout. Members meet on the first Saturday of each month to operate the layout on a schedule. The layout is a point to point which is ideal for operations. There is also a provision for continuous running so the layout can be shown off during an open house like when it will be during the Piedmont Pilgrimage this coming November.

**In the photo above** we see two diesel houses and a fine collection of 1950-60's motive power. The layout models the late transition period between steam and diesel locomotives. The layout is two rail O-Scale and the mainline is over 1000 feet long with total trackage equaling 2500 feet!



**Above & Left** we see the large Union Station building. If you look through the large window in the middle of the building, you can see a chandler hanging from the ceiling.

The Model Railroad Club of Atlanta is located at: 487 1/2 Edgewood Avenue, SE, Atlanta, GA 30312. For information on the layout, you can contact Terry Weldon at 770-979-0473. The layout will be part of the Piedmont Pilgrimage Tour on Saturday, November 5th from 11 AM to 2 PM.





In the photo above we see MRCA member **David Payne** rerailling a boxcar. David is standing in one of the many operating pits located around the layout. Here he can control a yard using the operating panel in front of him. As the layout is a little "long in the tooth", most of the operating panels date from the 1950's - long before DCC!

The cars are a mixture of kits, ready-to-run and imported brass as are the locomotives. About 1000 cars populate this layout - that's a lot of cars in any scale but seems like a whole lot more when the cars are O-Scale!



In this view above we see one of the yard panels. A young visitor is marveling at the large equipment on the layout. There is so much to see! The boy in the photo is the son of a neighbor of Scott Perry. Scott brought them with him when the NCIOG operating group toured the layout during an operating session this past September.



**Above** This is the view you get from the elevated control position. Out of view to the left are a couple of mirrors hanging from the ceiling to allow the operator to see behind a mountain on that end of the layout. In the right, upper center is the passenger terminal and a lighted chandler can be seen when looking into the large window at the front of the building.

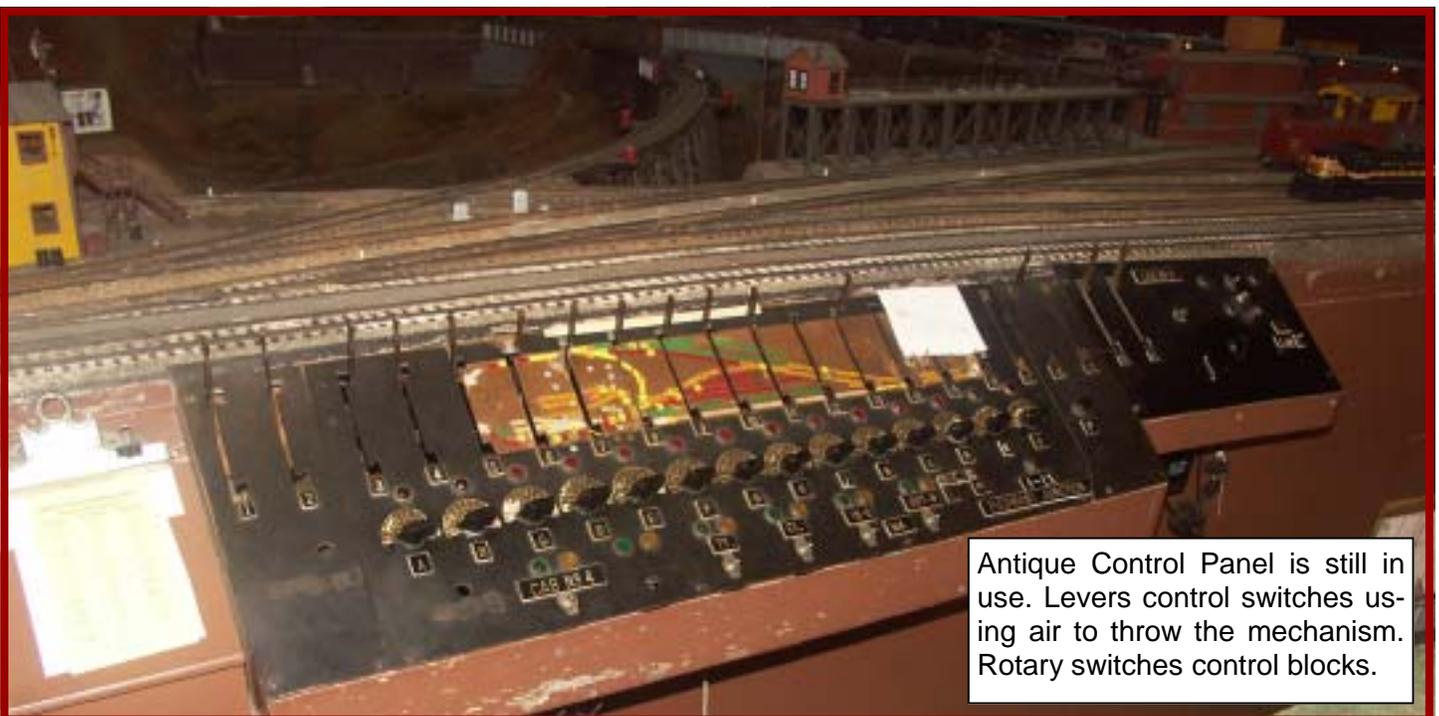


**The photo at Left** shows the elevated control platform. With a layout of this overall size, having an elevated control station is just about the only way to see the entire layout and even at that, towards the back of the south end of the room a couple of mirrors are used to see behind a mountain.

The operator on the right is MRCA member **Ed Girard**. Ed is showing visitor **Bob Wheeler** the operating panel and how the trains are controlled.



This is one of many very well detailed small scenes scattered around the layout. In the online E-SouthErneR there will be expanded coverage of this layout and its many detailed scenes.



Antique Control Panel is still in use. Levers control switches using air to throw the mechanism. Rotary switches control blocks.



**Above** we see MRCA member **Charles Robinson** moving a passenger train through a yard. The yards are controlled by local operators and mainline running is done from an elevated platform.

**Below** we see the yard throat seen above but from the aisle on the opposite side. Remember this is O-Scale and locomotives and cars are much heavier than in HO or N so structures like the bridge across the yard throat have to be strong enough to carry the weight of a whole train.





# PHOTO CONTEST

Black & White Print Prototype  
Color Print Prototype  
Color Slide Prototype

Every year at the national convention we have a contest. The better known contest is the model contest, however we also have a Popular Vote model contest, an Arts & Crafts contest and a Photo Contest plus several other special contests. My focus here is on PHOTOS!

In the photo below we see one of the display racks that the photo contest entries are displayed on during the convention. You may note that on this one rack are almost as many photos as were entered in the last region contest. This is but one of five display racks which were used to display the 84 prints in four categories that were entered in the Cincinnati Limited 2005 photo contest. There were also 22 slides entered in the two slide categories - Prototype & Model. In this photo we see some of the Color Print Prototype entries.



Just to refresh your memory, there are 6 categories in the photo contest. They are:

Black & White Print Model  
Color Print Model  
Color Slide Model

There used to be two other categories which covered "and other slides" both model & prototype. This category was for slides of a dimensional format other than our now standard 35mm format. Other slides would be sized larger than 35mm like 4"x5", 8"x10", and the like. As technology improved and the 35mm slide became the norm for picture taking and publication work, the larger formats went by the wayside and their popularity and thus enter-ability vanished to the point where the categories were dropped from the contest.

At some point in the future, we may be interested in... digital format images that could be entered into the contest on a CD and judged using a digital image projector in the same way that 35mm slides are judged today.

As the digital format has been on the rise in the last few years, there may come a time when the slide category may be dropped altogether as the number of people taking slides "slides" into the basement. Every year the number entered drops lower whereas the number of people using the digital format cameras grows larger. Already people are entering the print contests using digital photos they took on their own cameras and printed on their own printers.

At some point in the future, we may be interested in having another set of categories to cover digital format images that could be entered into the contest on a CD and judged using a digital image projector in the same way that 35mm slides are judged today. This would open the contest up to many more people and at a cost that would be easier to bear for most. It would also make the transporting of their images to the contest much easier as there would just be a nearly-indestructible CD to carry with you instead of several photos or slides.

I am considering just such a contest with the details still as yet to be worked out. Entry form data for each entry could be packed on the CD with the photos making the photo entry step even easier at check-in. People with slides could have their images scanned and enter those scans instead of their valuable slides especially those who have nearly-priceless glass slides who may be justifiably leery about transporting or entering those slides.



The three photos above were all entered in the same contest - Color Slide Prototype. The one on the left is an "interest" or "mood" shot whereas the two on the right are action shots of a full size train. While all three are a part of this segment of the contest, the one on the left and the two on the right are obviously pointed towards a different audience or set of judges and may or may not do any better or worse with different judges than those that were used at this contest.

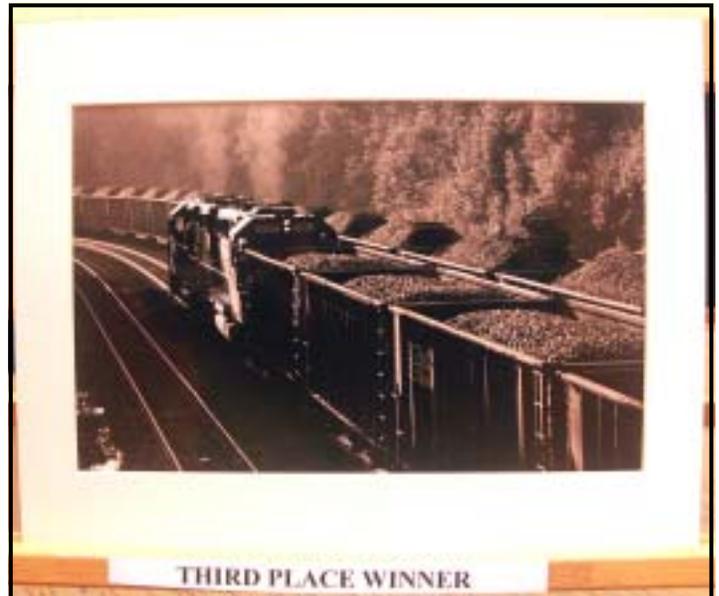
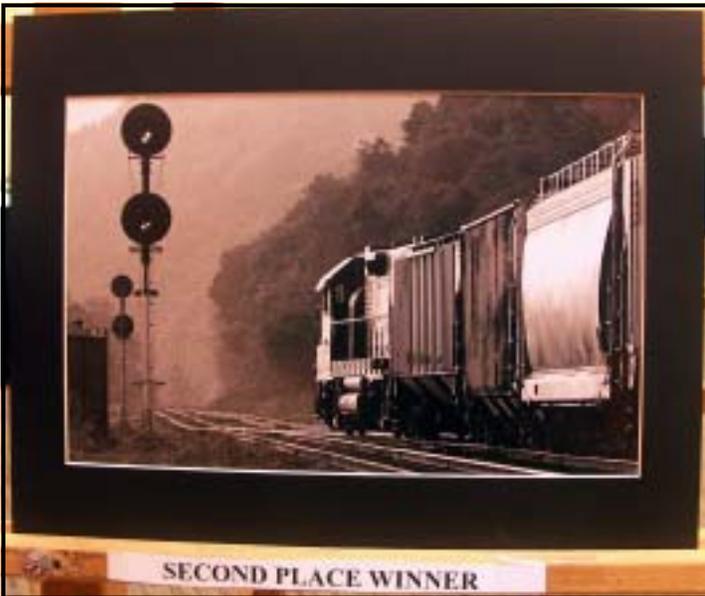
Interest or mood shots can and do win contests, so keep shooting them, but they have to have that extra-special "something" in them or be in competition with some rather mediocre photos or too many "stock 3/4 front" photos. By the way, "stock 3/4 front" photos are not exactly what we are looking for unless the subject is a very special subject like a ATSF ALCo PA or the like. And it isn't mandatory that a "train" even be in the shot, just as long as the setting is on topic - the topic being railroads.

In the case of the two photos on the right, both were taken near the same location but obviously at different times of the year. One thing to think about when

entering a contest is do you plan on entering the same "setting" every year with only the cast of characters changing or work with completely different scenes where everything is different. Are you planning on entering several photos of the same scene in the same contest? Ten photos of the exact same scene with the only change being the locomotives that were present isn't going to excite the judges very much. And this is a question with model photography too. Surely your layout has more than one spot that is worth photographing?

The reason I mention this is that when the same judges see the same scene year after year after year, they start to get jaded in their opinion (tired of seeing the same shot) and start to discount what may otherwise be a really good photo (or not). My advice would be to find another spot on your layout to shoot at or another setting on the several hundred miles of trackage that is available on the prototype.

For the record, the three above photos were all taken by **Dick Flock**, who has now replaced Jan Wescott as NMRA Education Chairman. The Conrail shot got 2nd Place & the NS shot got 3rd Place.

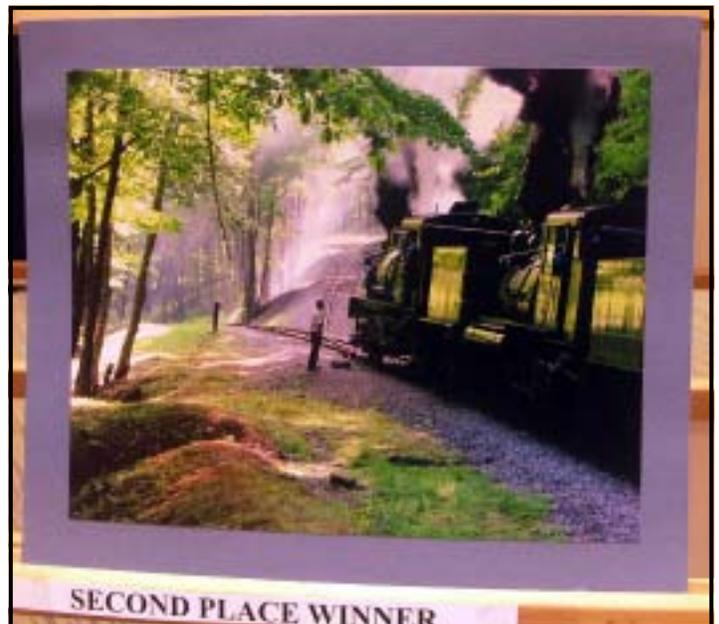
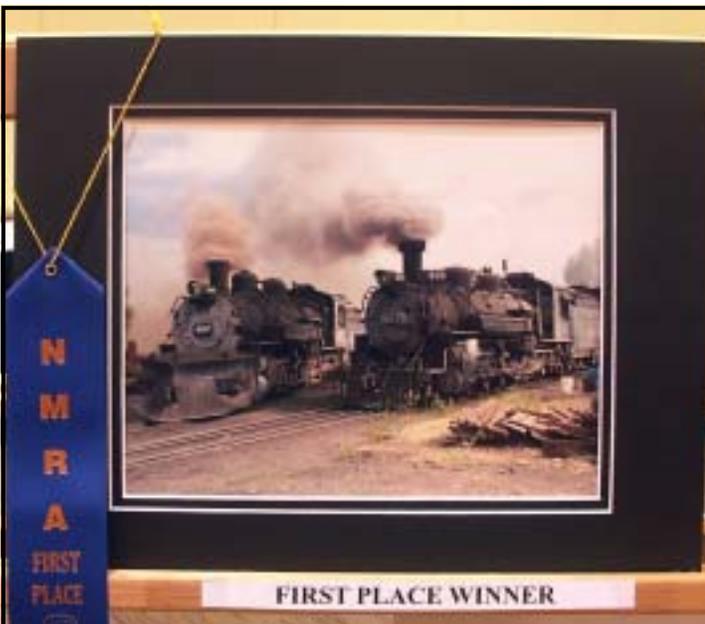


Both photos above were taken by **Rob Enrico** of Greensburg, OH. Both are similar shots where the light plays on the side of a train but the angles are different and both were taken on the Norfolk Southern. Notice that the mats are different, one being black & the other white.

photo. For those photos that are mounted on a flush mat - a mat that doesn't surround the photo and where the photo is mounted to the edges of the mat - this is not a concern. However in those cases where the image isn't flush mounted, the mat's color can enhance or detract from the overall presentation.

The choice of the color of the mat can and often does have an impact on the presentation of the

In the two photos above, which appears better than the other? Does the mat help or hurt either?

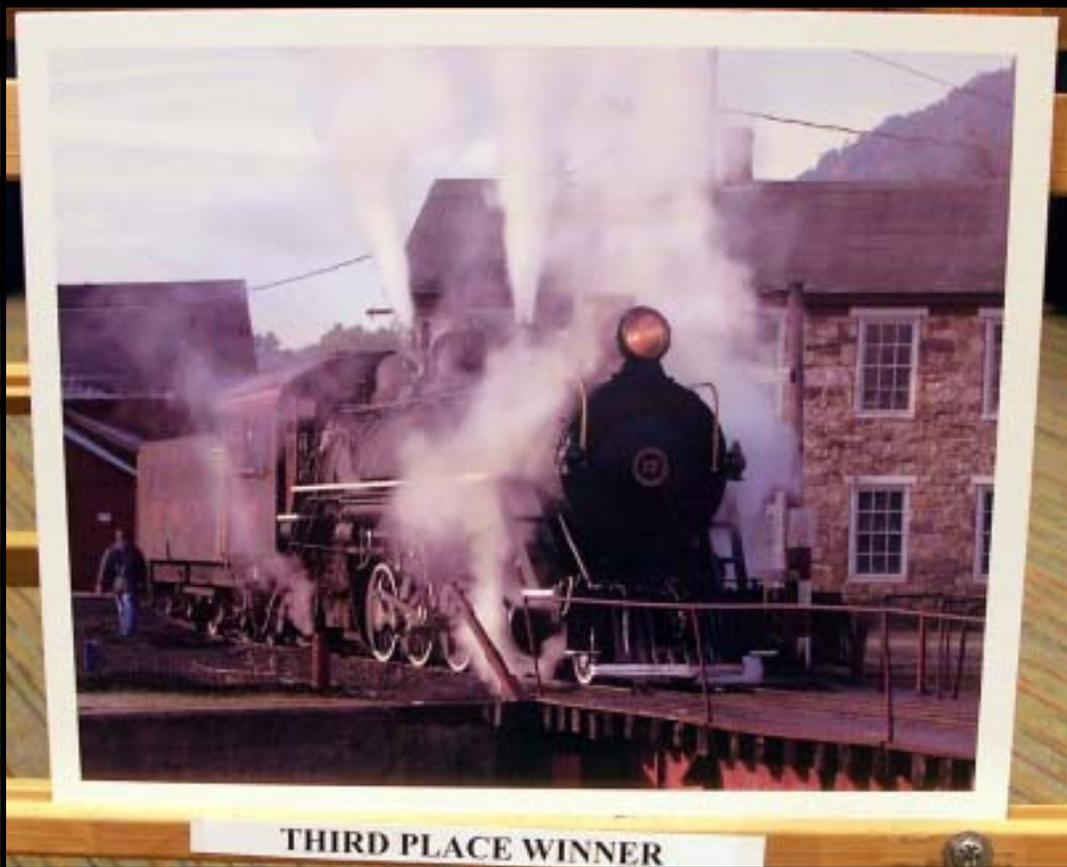


Here is a better illustration of what matting can do or not do for a photo. Both were entered in Color Print Prototype with the 1st Place photo on the left taken by **Gary Burnam** of Tucson, AZ and the 2nd Place photo on the right taken by **Greg Croftchik** of Elk Rapids, MI. Both are of steam locomotives, both show two locomotives and both were taken at famous locations, one being Chama, NM and the other Cass, WV.

In both cases the mats are right for each photo and the choice between the two was hard to make. The one detractor from the photo on the right is the quality of the mat - it should be backed with a thicker piece of cardboard so it can stand up without folding in the middle. When the photo is in a frame this wouldn't matter but it does in competition.



SER Region Member [Jim Thurston](#) of Sevierville, TN won First Place in B&W Print Prototype & Third Place in Color Print Prototype at Cincinnati.



# George Bloodworth's L&K Railroad

One of the layouts that will be on the "Piedmont Pilgrimage" Layout Tour during November.



*This is almost a stock version of the Walthers "New River Mine" however George placed the Slack House structure on the far side of the main building instead of the near side. In the "stock" kit it would be on this side and to the right of the tracks.*

The Piedmont Division's monthly layout open house for August was at George Bloodworth's L&K Railroad. George's HO scale layout models the B&O and PRR in Maryland, West Virginia & Pennsylvania during the transition era, the 1950-60 timeframe.

The layout room measures 38' x 22' and occupies just a portion of his spacious basement. The track plan is a double tracked folded dog-bone design. The minimum radius is 28 inches and 24 inches for hidden trackage. Turnouts are #6 on the mainline and #4 in yards. Scenery is about 15% complete at this time. Trackwork is Walthers Code 83 on a cork roadbed.

George is one of the many people now using DCC for to power their trackage and the system he is using is a Digitrax Super Chief with radio-controlled throttles and Soundtraxx.

When I got to George's house, the cul-de-sac he lives on was chock-full of automobiles! There was hardly any place to park. However I was able to find a place and after walking around the hose and through his large backyard ventured inside the basement. He had a sizable crowd already and there was a steady flow of visitors while I was there.

As I didn't have the laptop with me, I was only limited to 119 photos - the capacity of the



*The trackage seen here on the upper level is one end of the folded dog-bone whereas the lower trackage, which is partially hidden from view underneath, forms the other end. The lower loop passes directly under the trackage seen on the right side of the photo. George has several doors in the sides of the layout which provide access to it when needed.*

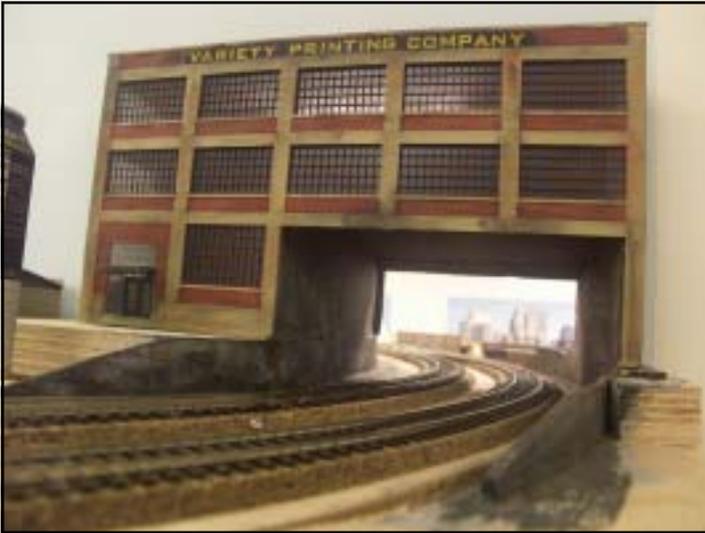


*George Bloodworth (sitting, center) having a discussion with a visitor while Bob McIntyre (right) operates a train.*



The Walthers "Union Station" is seen here above the station's trackage. Beneath the station are the platforms and tracks. Out of the picture to the right is a curved road bridge that lets the automobile traffic gain access to the station.





*In the view above we see a printing company which spans the mainline. The other side of the building appears on the other side of the backdrop as seen below. This is one way to use a single building in two scenes and make a penetration of a backdrop look believable.*



*"A Coal Mine in the Mountains." This is one of the areas that George Bloodworth has already done the scenery on. This layout will be one of about 40 layouts that will be on tour on the Piedmont Division's "Piedmont Pilgrimage" during the month of November to celebrate Model Railroad month and show the public what we do.*

## Memphis 2006 Railin' on the River

Greetings fellow SER members from the banks of the mighty muddy Mississippi River. I'm Mike Fleming and for the next three issues of the Southerner I will be your tour guide as we look at the upcoming 2006 SER convention, Memphis 2006 Railin' on the River.

First, my credentials, I am currently employed by the Memphis based Fedex Express as a dispatcher. I transferred to Memphis from Pennsylvania with Fedex in 1998 and I quickly got involved with the local model railroad clubs. My interest in railroading and model railroading can be traced back to June 1913 when my Grandfather Thomas Fleming hired on as a fireman with the Toledo & Ohio Central Railroad at Corning, Ohio, which was leased later that year by the New York Central. My father also worked for the NYC. I started into model railroading as a child and while in high school had a model railroad in my dad's house. My hobby lay dormant from the late 70's to the mid 90's when my son got interested in model railroading and we got back into it and after moving to Memphis, joined the Memphis Society of Model Railroaders.

For the past 3 years I have been the club's program director and last year was asked to chair the committee to look at bringing the SER convention back to Memphis after a 19 year hiatus.

Being at the west edge of the region means many of you will have to do more traveling to get here. Our committee is planning an exciting weekend for everyone to make your travels very worthwhile. The convention will be held at the Whispering Woods Hotel and Conference Center in Olive Branch, Mississippi, a suburb of Memphis. Renee Hobbs, director of sales at Whispering Woods states that her entire staff is excited about having our convention there. They are in the process of doing some renovations at the hotel and by our convention all guest rooms will have been redecorated and will have high speed internet access available. The Hotel has an old south atmosphere and they are allowing us to do outdoor displays on the grounds for garden railways and large scale live steam. With the space we have the convention and train show will be on site at the hotel.

***Nine Fedex jumbo jets lined up at the Memphis Superhub McDonnell Douglas DC10-30 N372FE in the foreground.***



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JefPhotos.Net - Image Copyright © M.J. Scanlon

**Two Fedex Airbus A300's parked on the Superhub south ramp with the downtown Memphis skyline in the background with the Pyramid at the upper right.**



*Photograph Copyright M.J. Scanlon 2005*

JePhotos.Net - Image Copyright © M.J. Scanlon

Now for all of the husbands out there, show this paragraph to your wives. Ladies, we have not forgotten about you this year. We are planning a full slate of activities at the hotel and off site. We have dedicated all of the fourth floor convention space, 2 meeting rooms and 4 breakout rooms strictly for your activities. One of the off site activities we have confirmed already is a tour of Brussel's Bonsai Nursery, the largest bonsai nursery in North America. Derrie Hodge and the other ladies are planning so many things that your husbands may be jealous of all the exciting activities you are en-

joying. You need to tell your husband to quit procrastinating and get that registration form sent in!

Right now, we are planning 3 prototype tours for your enjoyment. I will highlight one in each upcoming article. The first one in this issue is the Fedex Superhub Tour. When people think of Memphis and transportation, the first thought is Fedex. Over half of all the packages Fedex handles each day and that is over 3.3 million packages, travel through the Memphis Hub making Memphis International Airport the world's largest cargo airport. For the hub tour you will observe the night sort when the majority of the packages are traveling through Memphis. During the night sort as all of the flights are converging on Memphis and then launching out of Memphis it is the busiest airport in the world. This tour is a night tour going from about 10 PM to 2 AM and will be offered both Thursday and Friday evening. I suggest going Thursday if you can come to Memphis Thursday. Besides the late hour, there is some walking involved, it is noisy and due to safety regulations, no children are allowed. However we are giving you the opportunity to see one of the most unique and amazing operations in the transportation world and it is well worth a late night. **M.J. Scanlon a**

**About 18 Fedex jumbo jets parked on the Superhub ramp.**





**At Stubborn Ben, two TJ&L E7's #299 & #295 ease into the evening passenger train, for the return trip to Duke's Bay.**

local railfan, photographer and Fedex employee has provided these photos to give you a feel for what you will be seeing on the hub tour.

The Memphis area is home to many outstanding model railroads and most will be open during various times during the convention weekend for your viewing pleasure. I want to highlight the Tamarack, Jasper & Leon, an HO scale pike built by executive committee member Terry Lee. Terry lives in Jackson, Tennessee which is 1 hour east of Memphis on I-40 and the TJ&L will be open Sunday afternoon and evening.

The accompanying photos were taken by executive committee member Terry Foshee. Here is the description of the TJ&L written by layout builder Terry Lee.

*While I am a freelancer, I work hard to make what I have seem believable. This is the 5th TJ&L layout I've built, the first being built in the early 70's, all with the same or expanded theme. I have not modeled any particular time frame, I run mostly alco RS units, Kato, Atlas, Stewart, and*

*Proto 2000, are here. This layout is in a 21' x 16' room with two adjoining shelves to a 10 1/2' long, through the walls book case in another room. I have settled on the Santa Fe zebra stripe black and silver colors for my home theme. The TJ&L (Tamarack, Jasper & Leon) is a takeoff on Terry Jolene Lee. Corny but that is the way it is, the cities are named for our golden retrievers (our kids).*

*I have 950' of track, 120 switch turnouts all manual, 100 buildings under construction, 8 bridges, 13 portals, 365 rr cars and growing, 90 engines, approx 520 citizens. I have 30" min radius on main line all code 100 nickel silver rail. A 1 1/2% ruling grade with track heights of 40 and 50". I have four throttles two on cords two radio, all the old block and DC system. There are 9 control panels thru out, and two reverse loops, and 77 blocks. I have a 7 track staging yard and a main yard with 5 tracks and a 3 track passenger yard. The length of run from the Tamarack mine to the Dukes bay yard is 300', there is a continuous run on lower level of 130'.*

**On the Upper Level is GM&O RS1 #1108 switcher waits for maintenance crew to clear, while a string of reefers waits in the ready track at Caseyville. On the Lower Level are some of the lighted staging tracks.**



*Nine cities are modeled with 36 industry sidings serving 40 industries for plenty of operating. My layout is operated by car cards and train orders on a timed schedule weekly. I have painted and decaled engines, cabooses, and wrecker cranes with the zebra stripes theme and I do weather my cars and engines with various ways, acrylic paints, chalks, and air brush are used. I consider my normal run to be from the Tamarack mine to the Dukes bay yard and then to the Leon ore dock and car ferry approximately a 20 minute run one way, and then back with some branch line operation, and a connection with the Santa Fe. My enjoyment in the hobby is to help others and share the greatest hobby in the world.*

Charlie Getz, an NMRA board member will be the keynote speaker after the banquet Saturday night and we have a special surprise multimedia program scheduled for Friday night. With the train show ,clinics, and other special events added in, Memphis 2006, Railin' on the River will be a highlight of your summer next year.

For more information, go to [www.msmr.name](http://www.msmr.name) click on the link for Railin' on the River. The website has loads of information already including all registration forms and will be updating it often. Or email me at [mrflaming@msmr.name](mailto:mrflaming@msmr.name) or call me at 901-461-7138. I am looking forward to having all of you here as our guests next June.



**Part of the maintenance of way sheds located at Caseyville.**

# DIVISION NEWS

**GULF - Division 4**  
Ed Dice—EdwardDice@aol.com

railroading activities in the Division, they have continued and are continuing.

Well, shell shock does not begin to explain how we all feel down here on the Gulf Coast. We have had Hurricanes Ivan last September, Dennis this past July, and now Katrina this hot August. We are just plain, dog-gone tired of it all. Many folks are still trying to get repairs done from Ivan either due to delays with insurance claims or lack of available contractors. And those same folks got slapped down again with Dennis storm damages. But slowly the Gulf Division area is digging out. Mobile is still digging out from the huge battering it took from Katrina, but nothing like points west of us. I have not heard from many model railroaders from all over the storm area and remain concerned for their well being. Our collective hearts go out to our neighbors. As for model

SouthWest Alabama Railroad Modelers (SWARM) continue to hold their regular monthly meetings at various places all over the Mobile AL area. They will host their O gauge modular trains at an area shopping mall this coming holiday season. In March, SWARM will hold its annual Train Show in conjunction with the Fairhope Arts and Crafts Festival. The SWARM Train Show will be at the Fairhope Elementary School. They will have many vendor tables filling up the auditorium and hallways. There will be modular layouts in the cafeteria. And I will be out front on the lawn with the Emerald Coast Garden Railway running the G scale trains. We likely will have some live steam running in the rain again and more trains and new attractions. And the "rain gauge" Hersheys



***Extensions have been added to both sides of the 1:1 Flatcar to provide extra space for the expanded G Scale layout.***



**A photo of the Fairhope train show in March showing the G scale RR out on the lawn.**

gondola car will be traveling back and forth thru the little town delivering chocolates to the town kids.

West Florida Railroad Museum, Milton FL, will hold its Fall Open House on Oct 15. This will focus on the railroading history of the RR Depot and includes heritage crafts typical of the Depot's history. Unfortunately, the 7-1/2" gauge riding train will not be up and going after all of the damage to it from Hurricane Ivan. But we will have the HO and G scale trains running and a bluegrass band. The Emerald Coast Garden Railway Club will set up its 14'x55' G scale railroad on the 1:1 flatcar. We get the expanded width with some extensions to the flatcar. A permanent G scale garden railway has been planned and construction is starting. It will take a while to build, but is any model railroad every "finished"?

And speaking of not finished, the West Florida Model Train Club is still growing in trackage and members. DCC controls are active. More animation in the form of working crossing gates have been added with more planned. The RR Museum took a direct hit from Hurricane Dennis but with minor damage. The new roof on the main RR Depot buildings because of Hurricane Ivan came through Dennis just fine with no leaks. The Bridge Tenders Building roof did not leak on the HO layout because of Dennis rains but it needed replacing after Dennis and it looks great now.

The Shalimar Train Club will hold its Open House on 12 Nov at their Gulf and Western Railroad dual-level DCC HO layout in Shalimar, right next to Fort Walton Beach, FL. The open house will run from 10 AM to 4 PM. Besides their large 16'x44' permanent HO layout, they will have the Club's 16'x30' modular HO layout up and running. And the Emerald Coast Garden Railway Club will set up and run some G scale trains in the adjoining parking lot. And there will be some swap meet selling going on, too. So lots of model railroading will be going on there.

Rolling back in time to 8 Oct, the local Train Collectors Association (TCA) will hold its quarterly meet at the West Florida Railroad Museum. Come on out and see what deals you can find and enjoy the RR Museum along with its HO and G scale railroads. Plus you may be able to catch a real life train on the CSX mainline running by the RR Depot.

Stay safe everybody and our hearts go out to all harmed and suffering with the aftermaths of Hurricane Katrina.

**PALMETTO - Division 7**  
**Bill Alverson—wealverson@juno.com**

A Fall "Get-Together" for the Palmetto Division is in the works for Saturday, November 5, to be held again at the Allen Bennett Hospital Auditorium in Greer, SC. Same format as before--clinics in the morning, lunch on your own, layout and prototype tours in the afternoon. A finalized program will follow later by flyers or direct mailing. Make your plans to attend!

W. E. Alverson, M.D.,  
Division Superintendent.



*Master Model Railroaders Larry Smith & Bob Beaty at CL2005 discussing the contest and the judges while getting ready to pack up their models for the long trip home.*

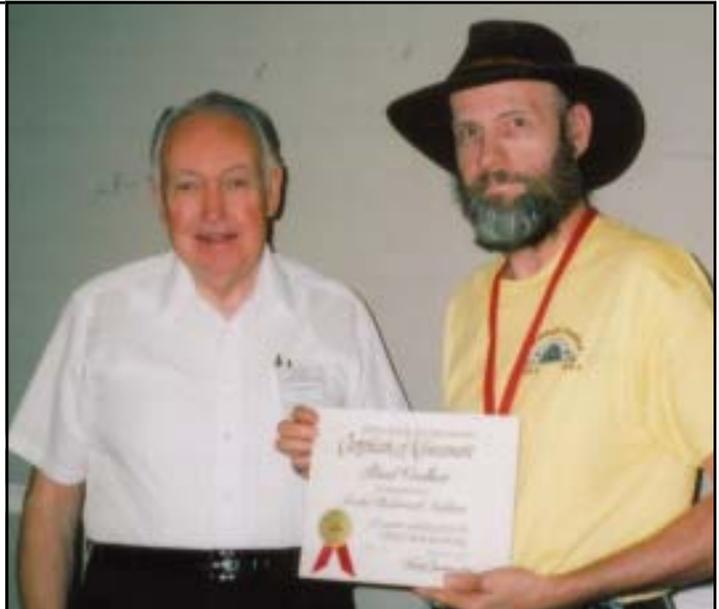
**PIEDMONT - DIVISION 5**  
**Bob McIntyre - robert.mcintyre@ge.com**  
[www.piedmont-div.org](http://www.piedmont-div.org)

First, I would like to start my report off with a correction. In the summer issue I ended my report by saying, "we cannot thank Ron Gough for hosting the April Open House". What I meant to say was, "we cannot thank Ron Gough enough for hosting the April Open House". You will have another chance to view Ron's layout during our Third Annual Piedmont Pilgrimage in November. A number of photographs on his layout will be featured in Scale Rails in an upcoming article on the Pilgrimage. This event has quickly become one of the South's premier train programs. From the humble beginnings of 12 layouts it has grown this year to over 40! Begin to check the Piedmont Division website, [www.piedmont-div.org](http://www.piedmont-div.org) and connect to the Pilgrimage link. This site will list the dates of each layout open house, a description of the layout, and directions. Mark your calendars.

Speaking of websites, while you are looking over the Pilgrimage link take some time and peruse the site. Scott Perry and his website team did a fantastic job upgrading this tool. It is easy to use, informative, and rivals any railroad website anywhere. Thank you guys for a job well done!

September 24<sup>th</sup> will be an evening of fun featuring the Piedmont Auction. We are inviting everyone and we mean everyone (this includes non-NMRA members) to participate. It starts at 7PM at the Elks Lodge in Tucker, GA. This is the site of our monthly meetings. It is time to start looking through all of those "treasures" that you just never get around to using and put them up for sale. Also, each auction features those hard to find items and great bargains. Howard Goodwin will be the auctioneer and we are expecting he will do his usual great job.

The Division has been having great clinics over the



*Joe Nichols, Sr. presented Paul Voelker with his Model Railroad Author certificate at the July meeting.*

past few meetings. In August Dr. Joe Nichols, Jr. conducted a clinic on "Old Georgia Railroad facts for the new Georgia Model Railroaders". This was in the format of Jeopardy and everyone was guessing what depot or station we were looking at through a great PowerPoint presentation.

In July Charlie Crawford did a clinic on "Refrigerated Railroad Cars and Ice Harvesting before the advent of mechanical refrigeration". Most of us have those refers on our layouts and it is fun to learn how they actually were used. There are great modeling possibilities with these cars being used at ice houses, loading the ice, destination points, and clean out locations.

In June Walt Liles presented his second clinic on "Diesel detailing, what and where to apply". Walt is really interested in second and third generation die-



*Gabe Haney & Gordon Tuenge with Dave Decker who ran this year's switching contest on his the Dalmation Switching Layout.*



*Gabe Haney & Gordon Tuenge won the Switching Contest at the Cincinnati convention this past July. Here they are seen receiving their plaques from Contest Manager Marty Vaughn.*



*Dr. Joe, Sr. & Jean Nichols talking to former Piedmont member Sam Swanson in the contest room in Cincinnati.*

more modelers are building layouts featuring these engines. The other thing that is a challenge is to determine what is the difference between these units and how to spot them. Walt helped take much of the mystery out of this challenge.

The attendance continues to be high at our monthly meeting in Tucker, GA. We meet the second Tuesday of each month at the Elks Lodge. We now are running a second video projector so everyone has a great seat to view the presentations. Everyone is welcome. If you are in the area please come by and introduce yourself. We would love to have you.

Well that is all for now. Happy Modeling!  
Bob McIntyre  
Superintendent

sels. It is fun to learn more about the units that we see regularly on the rails that we observe. More and

**CUMBERLAND - Division 11**  
**Bob Hultman - hultman@earthlink.net**  
<http://tcry.org/news.htm>

Cumberland Division members are shoulder-deep into "Day Out With Thomas" preparations as we host Thomas at the Tennessee Central Ry Museum's facilities September 3-4 and 10-11. Nashville Ntrak will be running their modular railroad at DOWT this year. Before Thomas is over, the HO modelers will be taking their modular railroad over to the Tennessee State Fair for a 10-day run starting Friday September 9 through Sunday September 18.

Next we have our division meet coming up Saturday November 5 at TCRM's building. Later that same Saturday, we start setting up the HO

modular railroad over at Adventure Science Center for a 8-day run ending with Adventure Science Center's Whistlestop Weekend. All in all, it's shaping up to be a busy fall.

And, one NMRA member is looking for railroads in the UAE (United Arab Emirates). Pete & Susan Hoadley went there last month for close to a year while Pete works at a private university helping its engineering department get accredited. Pete is a professor of civil engineering at Vanderbilt University. We wish Pete & Susan a successful trip and look forward to their return and the reactivation of the Duquaine & Western RR operating sessions.

Bob Hultman

**HEADQUARTERS - Division 13**  
**Pat Turner—Pat@Sn3.org**

The Headquarters Division is working on a joint get together with the Smokey Mountain Division, the Crossville Model RR Club and others for a one evening meet with an auction and swap meet in October (tentative date of October 22nd). The event is planned to be held in Crossville, TN and more info will be released as it is known.

The Division is also looking at holding a one day meet on a Saturday in late March or early April. This would be held at...

[www.CedarSpringsRR.com](http://www.CedarSpringsRR.com) / [www.TurnerModelWorks.com](http://www.TurnerModelWorks.com)

...joint location in Riceville, TN (35 miles northeast of Chattanooga). Plans are just now in the works for this and ideas and help are welcome.

The Division is also looking for someone to possibly do a newsletter also. The NMRA is currently working with divisions to get the word out about newsletters and the benefit they serve to the members that get them. As such I would like to inform more people as to what is going on in the division with a newsletter, but don't have the time myself to do so. If you could help out in this capacity please get in touch with me.

Pat Turner, Headquarters Division Super.

<http://www.TurnerModelWorks.com>  
[TurnerModelWorks@mindspring.com](mailto:TurnerModelWorks@mindspring.com)

**SMOKY MOUNTAIN - Division 12**  
**Larry Burkholder - labtexan@chartertn.net**

Summer has been a quiet time for the Division. Allen Keller hosted two more operating sessions on his Bluff City Railroad for Division members in June and August. So far about a dozen members have enjoyed Allen's hospitality and learned a lot about operating.

On August 20th, George Gilbert, SER Achievement Program Coordinator, presented an overview of the program to about a dozen Division members at the Oak Ridge home of the Knoxville Area Model Railroaders. From comments afterwards it appears interest in the program has been revived in several of the attendees.

Division members and club members from Knoxville, Nashville, and Chattanooga, have

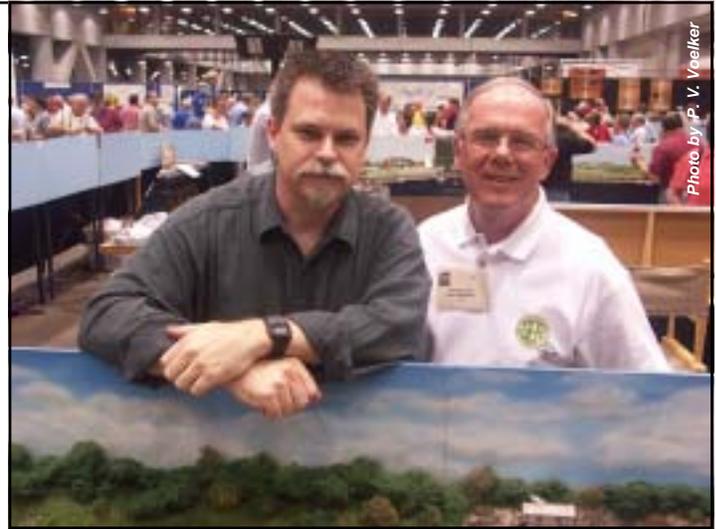


Photo by P. V. Voelker

**Phillip Brooks (left) and Larry Burkholder of the Knoxville Area Model Railroaders were at the Cincinnati Limited 2005 NMRA Convention Trainshow in this past July. Phillip got the NMRA's Gold Award for his model of an Ogle Coaling Tower in N-Scale (seen on this issue's front cover).**



**The Knoxville Area Model Railroaders were at the Cincinnati Limited 2005 NMRA Convention Trainshow in this past July.**



been invited to participate in a model railroad auction at the Crossville Model Railroad Club location on October 22nd. Mike Ferry of Crossville is the coordinator and it is tentatively scheduled to start around 5 pm.

The Knoxville Area Model Railroaders conducted their week-long summer camp at the

Children's Museum of Oak Ridge. Twelve children built T-Track N-scale modules. On the last day they miraculously all fit together nicely and trains ran. Each child received a T-Trak certificate and patch from Lee Monaco-FitzGerald's T-Trak organization.

Cable television's DIY Network starts filming their five show sequence on building a garden railroad on September 12th at the Children's Museum of Oak Ridge. Several members of Div. 12 have volunteered to participate in placing track and scenery as the show progresses. When the filming is completed DIY will donate the three-train garden and equipment to CMOR.

Div. 12 member Dean Odiorne reports that the Mountain Empire Model Railroad Club in Johnson City has moved their HO layout from the East Tennessee State University Reece Museum to the Tipton-Haynes Historic Site in Johnson City. It will be there for about 1 year and be open to the public. After that it will move back to ETSU into a renovated facility (old student center of 40 years ago) and be part of a new ETSU railroad museum. A large N-scale layout that was recently donated to ETSU will also be installed there and maintained by the club.

## Good & Welfare

ross419@charter.net



Since my last report on February 28th, I have written 70 letters. 62 were Milestone Birthday letters, 3 letters of congratulations, 3 get well letters and 3 letters of condolence.

Milestone Letters went to the following Divisions in the numbers shown in the box at right.  
Dudley Ross

## The VP's Keyboard

Pat Turner



We have just returned from the National Narrow Gauge Convention in Dearborn, MI. We enjoyed several days of clinics, layout tours and sales in the vendors area. This was our first time attending an event like this as a vendor ourselves and all went well.

[www.TurnerModelWorks.com](http://www.TurnerModelWorks.com)

(shameless plug)

During this time gas prices, as you know, skyrocketed and hobby sales dropped as people held on to their money not knowing what would happen next. Things have now settled a bit, but this showed us how a hobby such as model railroading can be even more important. With higher gas prices people tend to travel less and rather than sit at home and stare at each other or the TV a hobby is a great way to stay home and save money. You can mail order needed items (most of us do anyway) and not have to go out as much or drive long distances.

But, now we need to plan farther ahead now for events like conventions (2006 SER Convention in Memphis), hobby meetings, club events, train shows, etc... so you will not only have the money to spend at these events, but the gas to get there and back also! While some will look at recent events and say oh no, there goes my hobby budget. I say take a step back and think about it again. A \$10 kit is now only 3 gallons of gas! Save that one trip to the mall just to window shop, stay home and build a kit instead. If you just save one trip a week you have got hobby budget back! I bet you will save money in the long run.

With all that said I am planning now for conventions as far off as 2010, yes, that is 5 years from now and a lot can happen between now and then. But, if I don't make any plans than I would stand very little chance of making it to the event myself. So, plan and change as needed and you will be prepared for what you want to do when the time comes.

Pat Turner, SER V.P.

<http://www.TurnerModelWorks.com>

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



6	Steel City
4	Gulf
23	Piedmont
4	Empire
4	Palmetto
1	Atlantic
1	Cent. Savannah River
4	Bluff City
2	Cumberland
3	Smoky Mountain
1	Headquarters
2	Magnolia
5	Land O' Sky
1	Out-of-Region
62	Total Milestone Letters

Dedicated to the memory of

# Charles Attaway

NMRA/SER-Div5/JRAG Member

## 1933 - 2005

**Our condolences to his family**



Just a note to tell you how much I enjoyed the current issue. I particularly liked the marble plant article especially in the expanded version.

Having ridden the 611 a number of times out of Atlanta I just couldn't resist the BLI offering for my pike. I've been running it with the aux water tender and eight modified IHC N&W passenger cars. Of course I don't tell my B&M friends about this.



BC Bowden, Co-Editor  
B&MRRHS, Modelers Notes

LAND O' SKY - Division 15

Fred Coleman—coleman@bellsouth.net

Submitted by Clinton Smoke

This is written as we start to learn of the magnitude of the loss following hurricane Katrina. Our hearts and prayers go out to those affected by this disaster.

For many, summertime is a time for outdoor activity. For this writer at least, most of my modeling activity takes place during the cold and a dark days of winter. For a few modelers here in western North Carolina, this summer has been a busy time. Members of the Apple Valley Railroad Club just finished restoring the old Southern Railway Depot in Hendersonville, NC, and are now starting work on a major expansion to their HO-scale layout. Division 15 is well represented in this group.

The current structure is actually the second station that was built to house the Hendersonville Depot. The first depot or station was built shortly after the Southern Railway reached Hendersonville as a narrow gauge line late in June 1879. This was ten years after coast-to-coast service was established through Ogden, Utah. For all practical purposes the first station was a duplicate of the Saluda (NC) Station which still stands in that village. By 1902, the station proved to be too small to handle the ever increasing traffic and was moved across the tracks where it was used as a freight house for many years. The present station was started in 1902.



*Club member Ben Bartlett using the O-5-O switcher on the club's present layout.*

At its peak, the depot saw six passenger trains a day stopping in Hendersonville collecting and discharging passengers. A 22,000 gallon water tank stood on the other side of the tracks with underground pipes to two standpipes in between Tracks #1 & #2, just far enough apart for two Mikado steam locomotives to be serviced at the same time. All of that was gone by 1970.

In 1992 the Apple Valley Model Railroad club received permission from the city of Hendersonville (the current depot owner) to occupy the structure. At the time the building was in rough shape, but through the efforts of the city and club members, the station

*Southern Railway Depot in Henderson, NC*





*Club president Dan Lang with a mock-up of the planned layout expansion.*

was completely redone in the original colors and many significant improvements were made to both stabilize the structure and to enhance its functional use as an attraction for the city in promoting tourism. The club has operated a model layout at the station ever since.

Work was recently completed on a \$100,000+ renovation project in the old Hendersonville Depot. In the fall of 2003, the Historic Seventh Avenue District and the City of Hendersonville applied for a \$75,000 federal grant available through the N.C. Department of Transportation to renovate the interior of the 103-year old building near the train tracks on Seventh Avenue. The DOT grant paid for the majority of the construction, with the city authorizing the use of an additional \$26,600 collected from the special Seventh Avenue property tax for the project. The Apple Valley Model Railroad Club and the Historic Seventh Avenue District promised to dedicate an additional \$8,400 to the project through future tax revenues and private donations.

As part of the renovations, heating and air-conditioning was installed and the electrical wiring was upgraded to meet current code requirements. But where possible, the building's form and appearance was carefully restored to reflect the structure's historic past.

The present HO-scale model will grow considerably over the next few months as club members build a

major expansion of their layout in the recently restored station. The new layout will include scenes from the old Murphy Branch of the Southern Railway

"I think we have an opportunity to make the depot the focal point of activity on Seventh Avenue," said Dan Lang, president of the Model Railroad Club, which has more than 40 members. While the model trains continue to run each Saturday at the depot, the members of the club see this new project in their clubhouse as a benefit for themselves, the city, and the people behind improving Seventh Avenue."

There is much evidence of a vision, good leadership and a lot of hard work by many for the greater good of benefiting the community. In the end, the city gets a nicely restored building, the railroad club gets more space, the club members will have the challenge and satisfaction of building a new train layout, and the Historic Seventh Avenue District will have a viable building for use by the public. The club operates and is open to the public on Saturday's. For more information on the club's activities, go to:

**[www.avmrc.com](http://www.avmrc.com)**

Ben brought home a blue (1<sup>st</sup> place) ribbon from the recent NMRA convention for his transfer caboos. You can see a picture of his scratch-built model at:

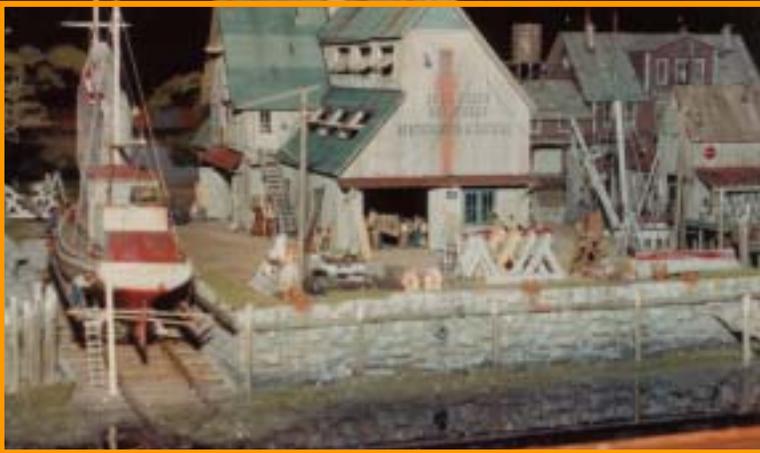
**[www.nrma.org](http://www.nrma.org)**

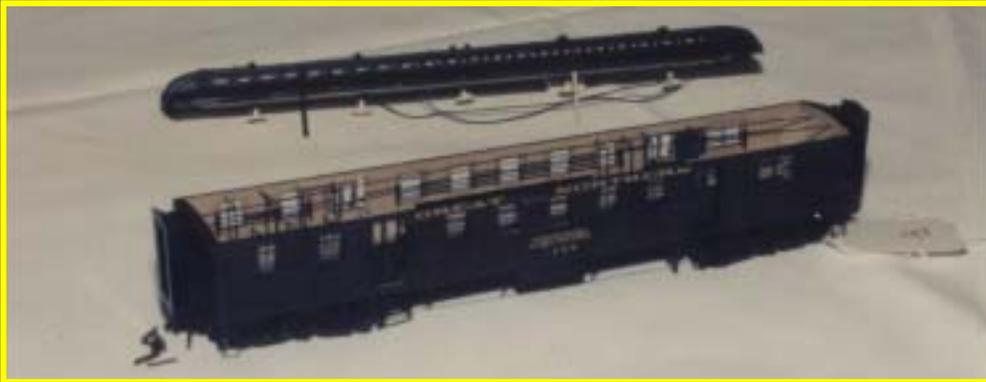
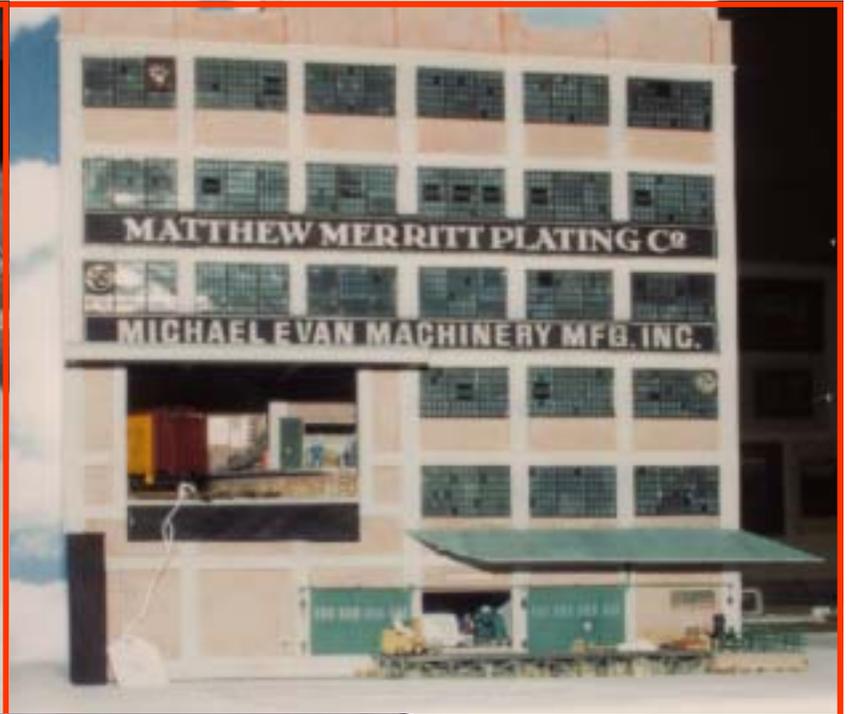


NMRA  
CONTEST  
HOUSTON  
1989

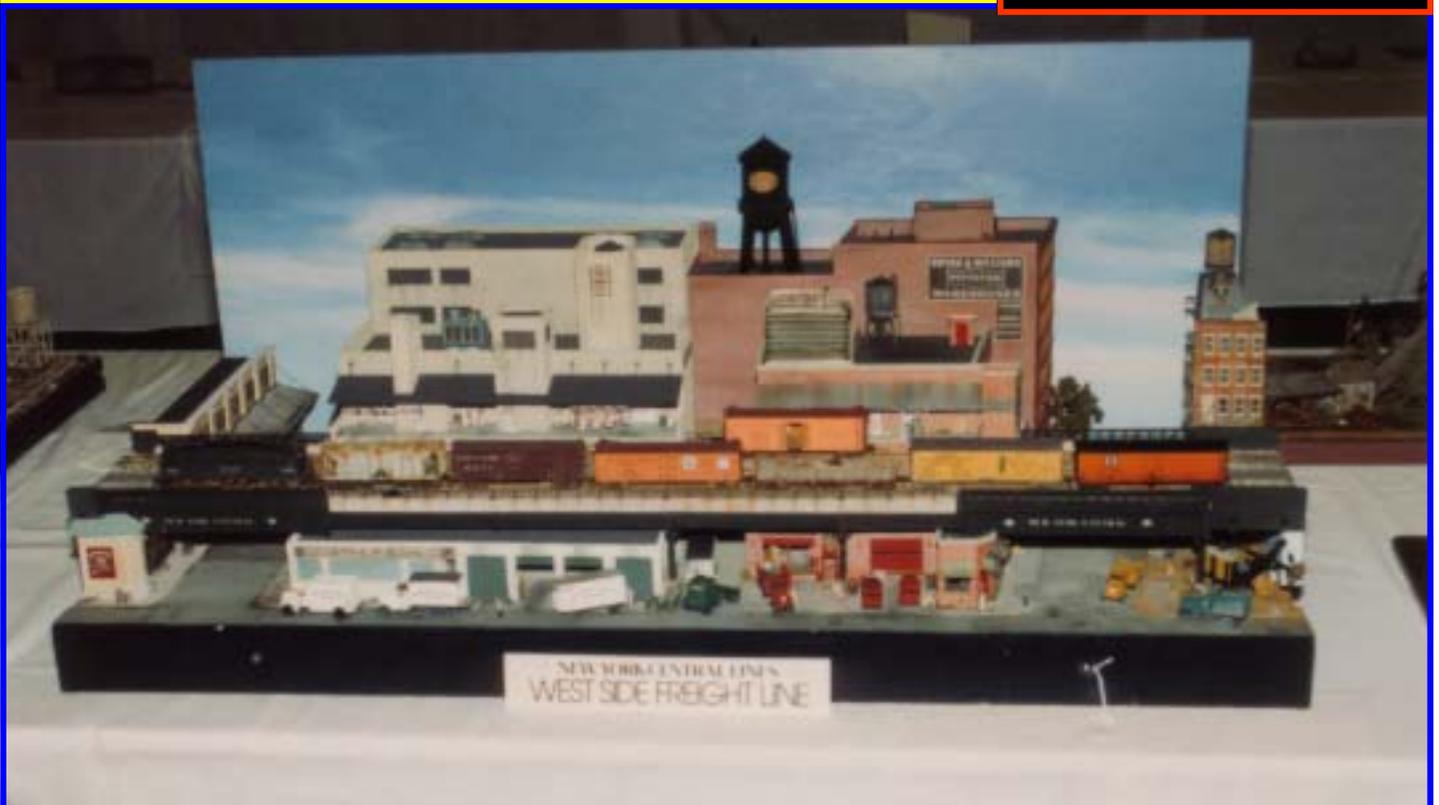


# NMRA CONTEST HOUSTON 1989

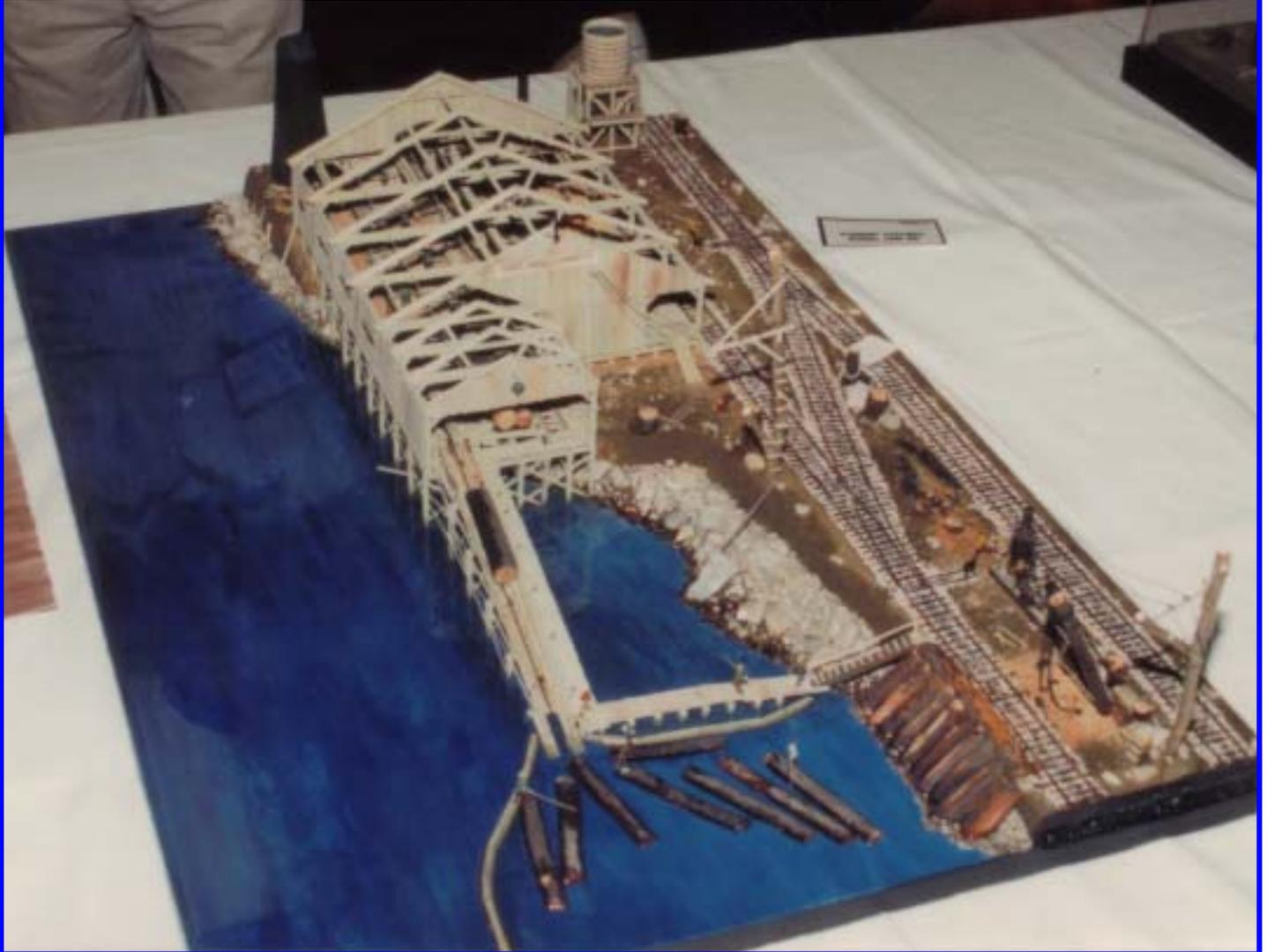




NMRA  
CONTEST  
COLUMBUS  
1992



# NMRA CONTEST COLUMBUS 1992





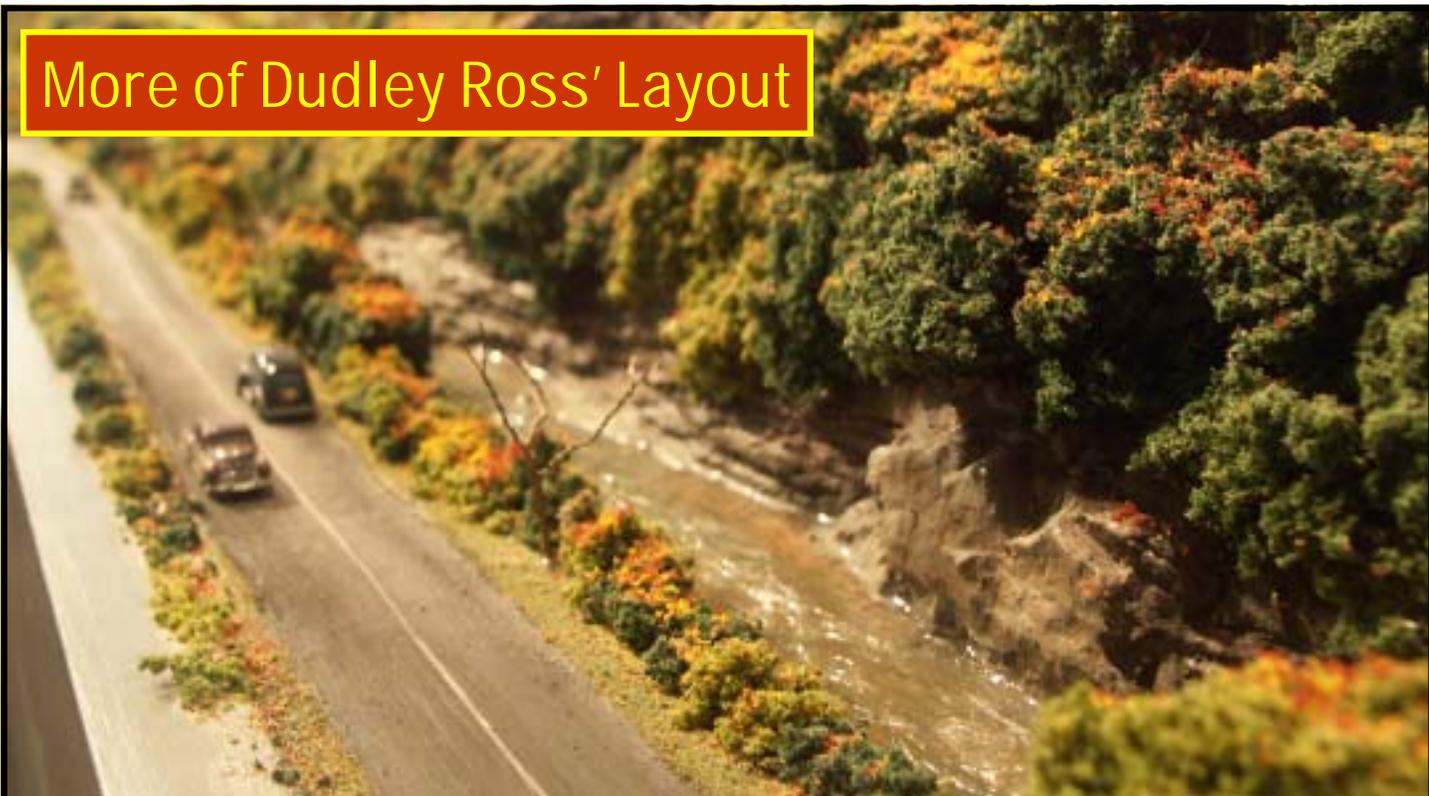
NMRA  
CONTEST  
COLUMBUS  
1992

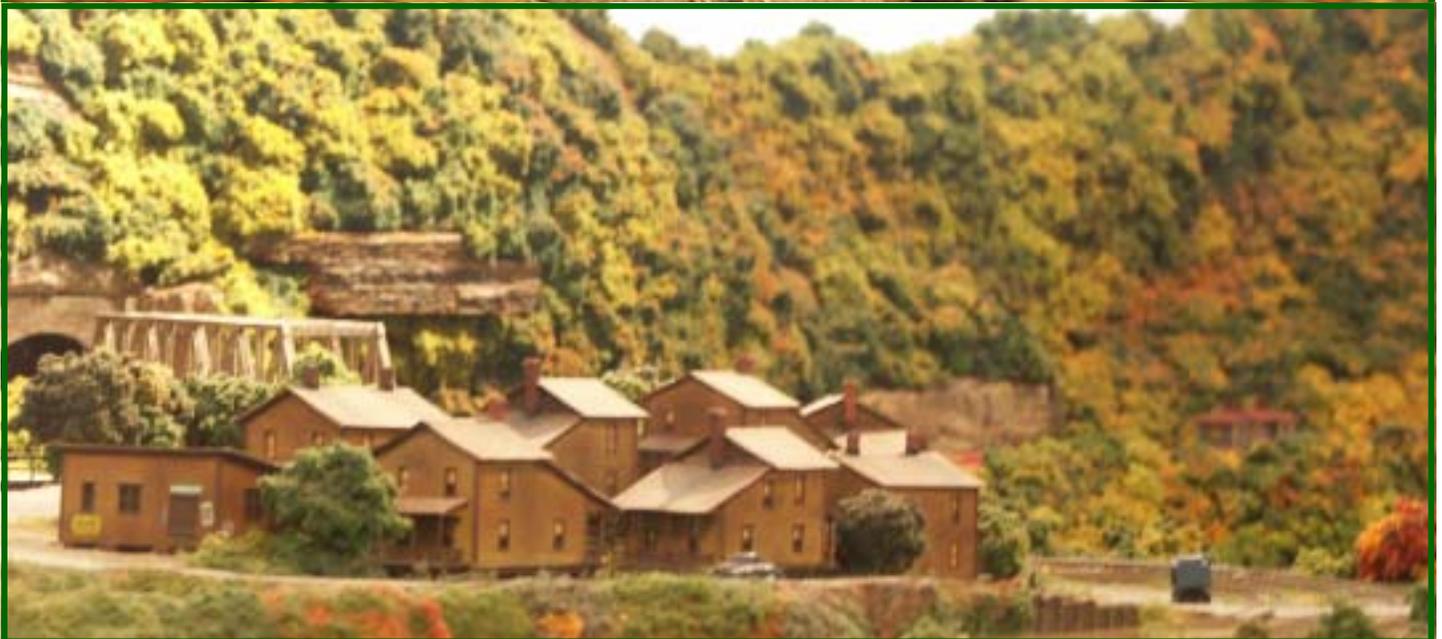




NMRA  
CONTEST  
COLUMBUS  
1992

# More of Dudley Ross' Layout







***WE REVISIT***

## **HOWARD GOODWIN'S GREAT CYPRESS LINES**

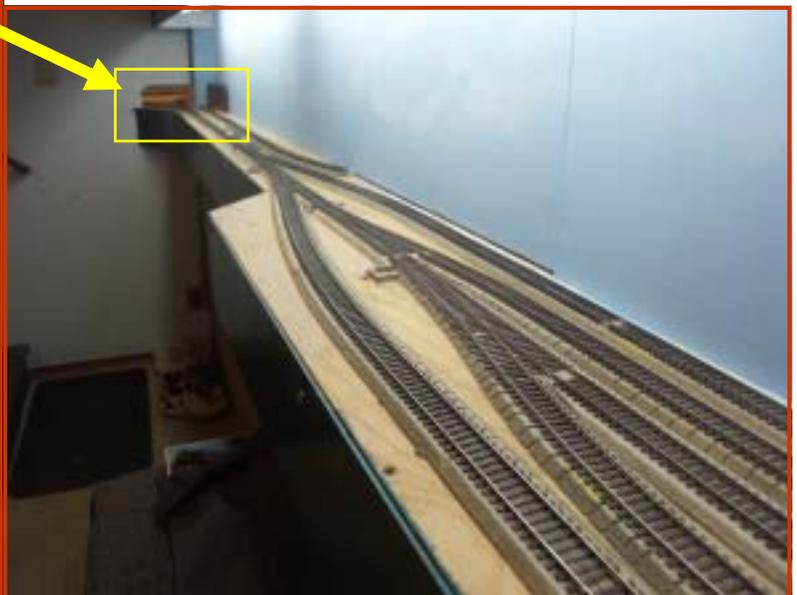
When we last looked in on Howard, he was in the process of getting his mainline completed. This was needed for two main reasons, one because his layout was going to be featured in a Piedmont Division open house and two, because his layout will be on the Piedmont Pilgrimage during November.

Well, on the Thursday before his open house he

was finally able to drive the golden spike which symbolically completed the mainline construction giving him the ability to operate trains over the mainline. He still has quite a ways to go to get all of the towns and industry leads finished but just getting to the point where he could run anything is something we can all appreciate.

In the photos above (inset) and below and to the left we see one of the staging areas on Howie's layout. This is on the right side of the garage as you enter it. The track passes through the hole in the wall and enters the layout room on two legs of a wye as seen in the bottom left photo.

The main photo above is on the opposite side of the train room and is where the main yard will be located.





The magazine cover (shown at left) shows Howard back in the days when his hair was red (the photo doesn't lie) and he was FAR younger than he is now. Also in the photo, taken at the Lauderdale Shore Line Model Railroad Club in 1982, are fellow members Al Karsten & Doug Cline. "Shoreline" was the insert in the Fort Lauderdale News/Sun Sentinel newspaper. The reefer train behind Howard belongs to your editor, Paul Voelker, who was also a club member at the time. Howard is holding Doug's Little River 2-4-4-2 brass locomotive.



Howie drives the "GOLD SPIKE" thus officially finishing the laying of the mainline.



Here we see Howard driving the golden spike with the crowd looking on. Well, there were a few people present. The red, white & blue bi-centennial FP7A (behind hammer) was also used on the LSL layout twenty three years ago.

On this page at the top, right we see the yard that occupies the other side of the garage. Howard uses DCC provided by Digitrax equipment and throttles one of which is shown lying on the layout in the foreground.



Helping Howard celebrate his Gold Spike driving are (pictured from left) Ovidiu Trifanescu, Randall Watson, Chris White, Brian Glock, & Bob McIntyre. Mike Deaton (not pictured) is taking the photo.







# PIKE REGISTRY

\$16 / 4 ISSUES

**1/18th PAGE**



JOHNSTOWN & GERRYVILLE

John Travis Norcross, GA 6/06

## Chesapeake & Ohio Railway



Huntington Division  
Ashland Division  
Hinton Division

Mike & Kathy  
Devaney  
770-868-8823

2005 Mid-Eastern Region  
National Model Railroad  
Association Convention

## Rails to Raleigh

October 27 - 30

Embassy Suites Hotel  
Raleigh-Durham  
Research Triangle East  
201 Harrison Oaks  
Boulevard Gary, NC

### Full Convention Registration

NMRA Members	\$50
(Before Sept. 15th)	\$45
Non-NMRA Members	\$60
Saturday Night Banquet	\$40
(Keynote Speaker Steve Berry, Editor of Railfan Magazine)	

### Daily Attendance:

NMRA Members	\$30
Non-NMRA Members	\$35

George Bloodworth  
President



## L & K Railroad

245 Hidden Meadow Drive Tel 678-297-1814  
Alpharetta, GA 30004 Fax 678-297-1815

georgebloodworth@bellsouth.net



Robert L. McIntyre  
President

155 Fox Grape Lane  
Alpharetta, GA 30022  
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Fax 770 648 8433  
robertmcintyre@gsr.com

12/05

Drywall Central

# GC & L

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Gypsum, Clay & Lime 6/06

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MARIETTA, GA 6/07

RON GOUGH, MMR

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5/06

# KLS

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Connecting Routes with  
Rex & Clayton Southern  
and Shamrock Southern

Len Polinsky  
Mike Callahn, MMR

General Manager  
Design Engineer

lenpolinsky@bellsouth.net 5/06

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

charliebrow@mindspring.com

## Model Train Show

Saturday, October 29th &  
Sunday, October 30th  
10 AM - 5 PM

Public admission \$5.00, children  
under 12 free with paying adult.

[Train show admittance is included  
in the Full Convention Registration.]

# UPCOMING EVENTS

Please send info on your event to the **SouthErneR** at least 6 months prior to the next deadline for it to appear in time or before for your event takes place.

## NATIONAL CONVENTIONS

**2006 NMRA Convention: Philadelphia, PA**

## REGION CONVENTIONS

**2005 MER Oct. 28—30 Cary, NC (See page 23)**  
Website: <http://trainweb.org/cpd13/mer05>

**2006 SER June 9, 10, 11 Memphis, TN**  
Hosted by: Memphis Society of Model Railroaders,  
Bluff City Division, NMRA  
Whispering Woods Hotel & Conference Center,  
11200 E. Goodman Road, Olive Branch, MS  
(10 minutes south of Memphis)  
**Website:** [www.msrmr.name](http://www.msrmr.name)  
Or call: Mike Fleming 901-461-7138 or  
Greg Scharfetter 901-377-8094

**2007 SER Cartersville, GA**  
**2008 SER Asheville, NC**  
**2009 SER Pensacola, FL**

## DIVISION MEETS

**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 & EVENTS

(Date Order by State)

### - Alabama -

**October 15 & 16 Birmingham (Bessemer)**  
**17 Annual Fall Model Train Show**  
Bessemer Civic Center, 1130 9th Avenue SW,  
Bessemer, AL 35022 Phone: (205) 424-7469

### - Georgia -

**November - all month "Piedmont Pilgrimage"**  
Multiple Layout Open House tours every weekend  
during the month of November  
**Check it out at:** [www.piedmont-div.org](http://www.piedmont-div.org)

### - North Carolina -

**October 14 & 15 Brevard**  
**Narrow Gauge Meet - Narrow gauge & bluegrass**  
Silvermont Mansion, 455 East Main Street,  
Brevard, NC  
For a non-binding registration form (individual, operating  
module(s), or manufacturer - specify which one)  
send a SSAE to:  
**Narrow Track 05, 216 S. Broad Street,**  
**Brevard, NC 28712-3702**

**October 29 & 30 Raleigh**  
**Model Train Show 10 AM - 5 PM Both Days**  
Admission: \$5, Children under 12 Free w/paying adult  
Embassy Suites Hotel,  
Raleigh-Durham Research Triangle East,  
201 Harrison Oaks Blvd., Cary, NC  
[www.trainweb.org/cpd13/mer05](http://www.trainweb.org/cpd13/mer05)

### - South Carolina -

**Saturday, November 5 Greer**  
**Allen Bennett Hospital Auditorium in Greer, SC**  
Same format as before--clinics in the morning,  
lunch on your own, layout and prototype tours in  
the afternoon. For more info contact:  
William E. Alverson (864) 877-0432  
[wealverson@juno.com](mailto:wealverson@juno.com)

**November 12 & 13 Charleston**  
Best Friend of Charleston Trainshow  
Saturday 9AM-5PM; Sunday 10AM-4PM  
Danny Jones Armory, 5000 Lackawanna Blvd.  
Admission \$3, under age 10 free  
Info: Carl Blum (843) 760-7405  
[carl.blum@us.bosch.com](mailto:carl.blum@us.bosch.com)

CROSSVILLE MODEL RAILROAD CLUB

# AUCTION

## OCT. 22, 2005

CROSSVILLE OUTLET MALL

BRING EXTRA OR SURPLUS MODEL RAILROAD ITEMS YOU WANT TO SELL. SELLER WILL PAY A 10% FEE FOR ALL ITEMS SOLD.

**\*\*\* SELLERS & BUYERS \*\*\***  
REGISTRATION STARTS AT 11AM

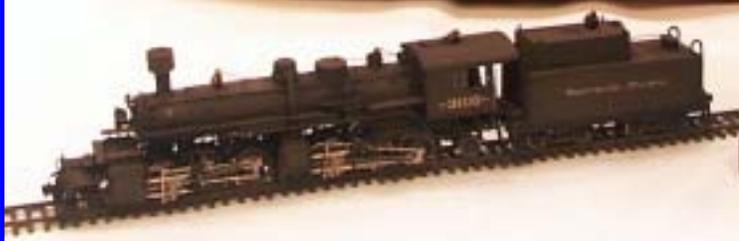
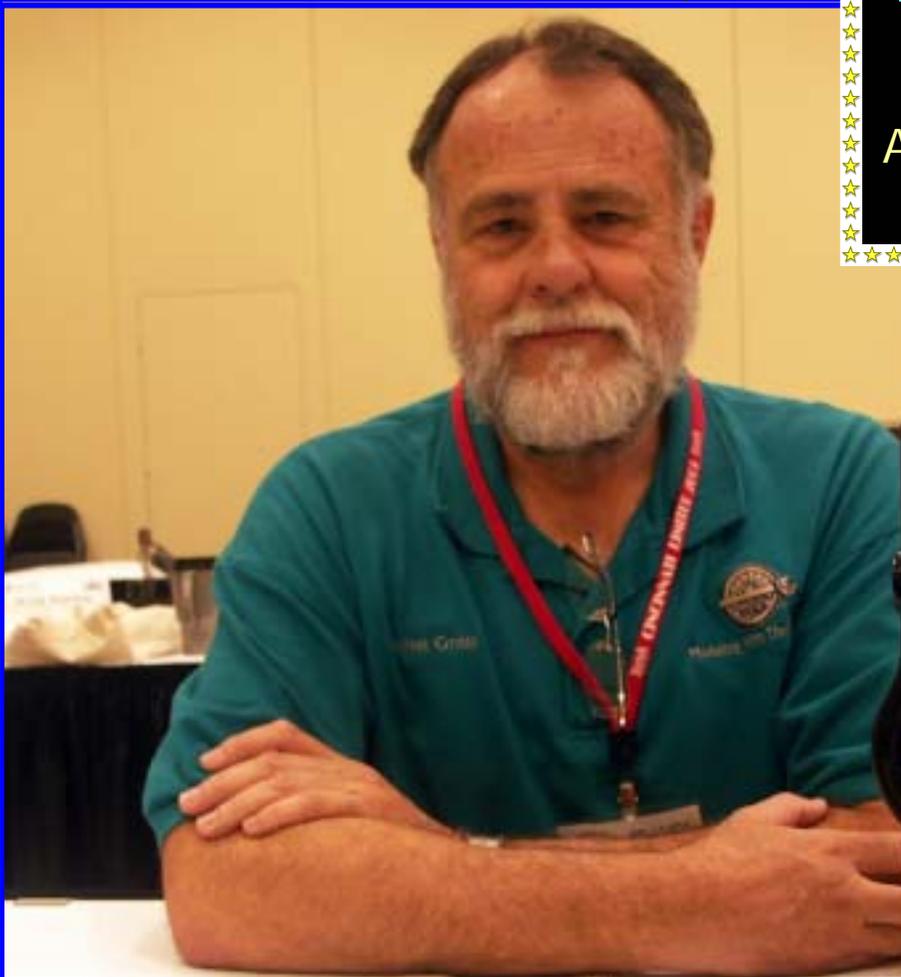
**AUCTION STARTS AT 1PM**  
& GOES UNTIL ALL ITEMS ARE SOLD

*PLACE RESERVES FOR ITEMS IF REQUIRED*

FOR INFO CALL:  
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