



# The **SOUTHERNER**



Winter 2024

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

*Operations on the Eagle Point Railroad - page 6*  
*T-Track at Convention 2026 - page 14*





# This Issue is the Last Printed *SouthErneR*

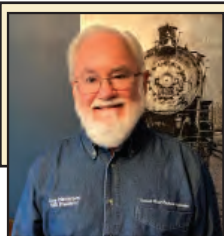
Due to the constant decline of paid subscriptions and advertising, the SER Board at its December 2<sup>nd</sup> meeting determined that it was no longer feasible to continue to print a hard copy of the *SouthErneR*. Since the Winter 2019 issue with 668 paid subscriptions, we are at 254 paid subscriptions for this issue and less advertising.

Many of you know that what once was a daily printed newspaper has either gone out of business, print only a Sunday issue and rely on online subscribers for daily reading still charging as they did for the printed copy or charging more. Many magazines have gone to digital printing also and “Offer Double or Triple Issues” in one issue and still charge as they did or more instead of printing monthly or weekly issues.

Expenses have gone up, income has gone way down, so it is just not possible to continue with the printed copy.

The *SouthErneR*, its current and past issues, will be available to anyone at no charge on our site – [www.ser.nmra.org](http://www.ser.nmra.org).

Ed Juaire  
*SouthErneR* Editor



## The President's Car Roy Masterson [rwmasterson@epbf.com](mailto:rwmasterson@epbf.com)

The 2025 NMRA National Convention, Station No. VI, that will be held this July 14-19 is seeking clinicians for the convention that will be held in Novi, Michigan. If you are interested contact Andy Keeney at: [hunter48820@yahoo.com](mailto:hunter48820@yahoo.com).

The Smoky Mountain Division is hosting the 2025 SER Annual Convention in Gatlinburg, TN on September 18-21 at the Glenstone Lodge in downtown Gatlinburg. For more information and to register for the convention visit the convention website [www.2025serconvention.org](http://www.2025serconvention.org) or follow the link from the SER website [www.ser-nmra.org](http://www.ser-nmra.org), and if you would like to present a clinic during the convention

as a warmup to the National Convention in 2026, please contact Convention Chairman, Steve Folino at: [steve@fungusmungusrr.com](mailto:steve@fungusmungusrr.com).

We have a 2027 SER Annual Convention in the works! Steven Flowers, Superintendent of the Bluff City Division, has notified us of plans to hold the convention outside Memphis and possibly in the Southaven Mississippi area.

The new Southeastern Region website is now online! Check out the new site at: [www.ser-nmra.org](http://www.ser-nmra.org).

Model Railroad Magazine has contacted us about doing a series of articles on layouts around Chattanooga that will be on tour or as part of the operating sessions during the 2026 NMRA National Convention. They will be sending a photographer in the Spring of 2025 to take pictures of the layouts. Look for the articles to appear in several issues after the 2025 convention in Novi.

## Model Railroad News

### **Trainz.com purchases Ted Nyerges Inventory from Lenny Carparelli**

Trainz has purchased the inventory of screws, bolts, springs, rivets and fasteners from Lenny Carparelli, acquired from Ted Nyerges who created his replacement screw business for postwar Lionel trains.

Look for a major increase in the availability of screws, fasteners and other small parts at Trainz.com. To aid in finding the right part, we've produced over 420 [exploded view parts diagrams](#) for easy ordering.

### **Trainz.com purchases Glenn Snyder Display Systems/RailRax**

Trainz has purchased the existing inventory and rights to manufacture the famous aluminum Train Display shelving from [Glenn Snyder Display Systems](#). Trainz will warehouse and ship the shelving from its new Oakwood, GA facility. Trainz will continue the tradition of delivering orders to the [York TCA show](#), and we have expanded to include the [Amherst Railway Show](#) as well.

### **Trainz.com purchases American Flyer Parts Business from Ron Stanczyk**

Trainz has purchased the existing American Flyer reproduction parts inventory, originally manufactured by Rick and Vi Stillmank, from Ron Stanczyk. Trainz will be adding over five hundred parts to its website in the coming months.

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**Proof Reader:** Ken Mattern

Material for publication is welcomed! Please send materials to the editor. All submissions become the property of **The SouthErner** unless otherwise contracted. Do not send materials previously published in the *SouthErner*.

The *SouthErner* is mailed to members of the Southeastern Region and interested parties who have paid the subscription rate of \$20.00/year.

**Submittals Due:** *Spring Feb 15; Summer May 15; Fall Aug 15; Winter Nov 15*

**ADVERTISING**

Rates are for electronic-format or scanner-ready ads. Preferred formats are PDF, MS Word or JPG. Contact editor regarding other formats. Include advertiser name, address, email and daytime phone number. Ads must be prepaid prior to publication.

**Email your ad file to:** [SouthErner@ejpj.com](mailto:SouthErner@ejpj.com)

Make your check payable to: SER-NMRA

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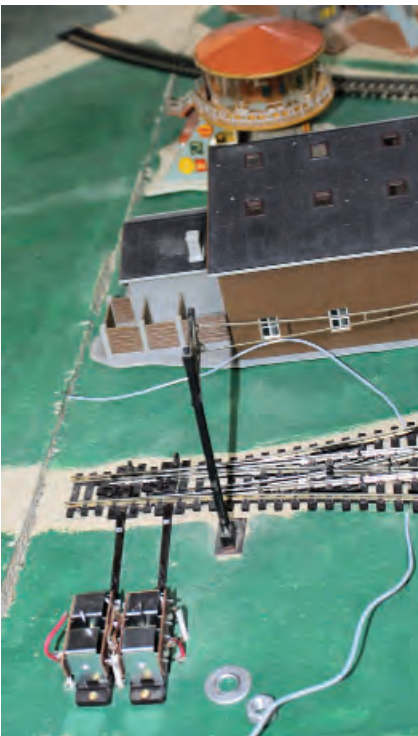


## Education Chuck Higdon

vze5crrw1@outlook.com

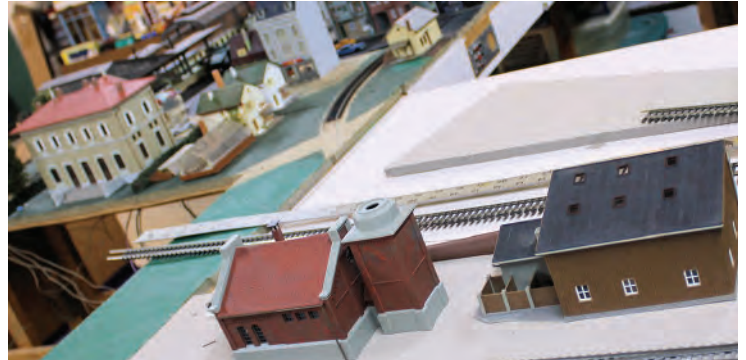
Since my last article, my foot acted up and I needed to stay off it for a few days. Icing it and some shoes with more cushion have solved that issue. I was walking around the layout too fast and hard on my feet because I was working on the scenery. So now I will walk slower to not hurt my feet.

I host operations here twice a month and it was suggested I could add another switching area in space where I have some piles and the crew table. To get to this new area, which will be 4' by 11.5'. I have expanded the part of the layout where the tracks will get on the new space. I built two sections to insert to add 2' so two turnouts could be added to get on the new section. My layout is modules, two of the tracks cross the sections at 90 degrees so easy to do. Here are two before photos.



There is a third track that crosses at an angle, top of the photo to the right. The new section adds around four-square feet of space. This makes me wonder if I should reconfigure the whole area and try for another siding or two. Or, I have a roller coaster kit I could add with the Ferris wheel. So, I will be thinking about this for a while.

Here are the after photos. I was able to add a siding to the smaller section. I also left an opening to allow for a dip in the ground cover if I want.



On a different topic, I have learned that the Euro Rail pass can now be on your cell phone instead of the sheet of paper. You will need to sign into the local Wi-Fi at the station if you don't load your ticket for the day in your hotel room. In Switzerland you need a code for the SBB Wi-Fi. Easy to get the code, their site guides you to it. England and Ireland stations did not require a code this Fall. Others, I don't know about.

If you have a topic that I may be able to help with. Or if you have a clinic you want to present to the Region. Please let me know. We can set up a webinar to show it. The SER does have a Zoom account we can use for presentations, discussions, or meetings should the need arise. I am also looking for topics and presenters for more Webinars, please let me know at [vze5crrw1@outlook.com](mailto:vze5crrw1@outlook.com) if you would like to present one or know someone that would.

Enjoy life and take care. [SER](#)

## Submission DEADLINES

February 15 - Spring

May 15 - Summer

August 15 - Fall

November 15 - Winter

Issues are available on line  
approximately 4 weeks following  
these deadlines



# FOR A ROARIN' GOOD TIME!

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# Far Beyond the Basement Operations on the Eagle Point Railroad

article and photos by Jeff Benton

A model railroad sage long ago wrote that railroading is about distance. Consider the “lengths” that some folks will go to create the illusion of distance in their model railroad rooms, but it is not smoke and mirrors on the Eagle Point Railroad. It’s the distance.

In one location, it takes 20 seconds to hike from one end of a passing siding to the other for example. This particular siding is Sewanee, one of the shorter ones that is 72 feet between the clearance points. Shown below is where Engine 9185 arrives at one end of the siding in time to meet the train at the other end. Engine 9185 is two to three cars beyond the clearance point.



Engine 9185 is near the up-hill end of Sewanee siding.

## Crew Operations Outdoors

Have you ever wondered what it must have been like to work on a railroad back in the previous century? Maybe some readers remember what it was like to do such work back then. A better, simplified recreational version of that experience is what we seek on the Eagle Point Railroad in southeastern Tennessee.

Outdoors, on a ride-on model railroad, a train crew can easily be more than one or two people. In response to the idea of a four-person crew, one fellow asked me how many model railroaders it takes to screw in a light bulb. Well, how many baseball players does it take to defend an infield?

Many activities, from games and sports to music, involve four people. Which two of the Beatles would you have sent packing to make the group more efficient? Maybe you wouldn’t need all four but often the results were much better with all four.

With a three or four-person train crew, it is an infield: “Tinker to Evers to Chance.” One trainman lines the points

while another opens the knuckle and centers the coupler on the car to be picked up. Meanwhile, the engineer runs the locomotive following hand signals from his crew on the ground.

For a facing-point move, the engine uses the siding to run around the train. Now the aft brakeman does the “work of following an engine” (Droege, *Freight Terminals and Trains*, 1925, pg. 94) while the other one works the couplers on cars at the industry spots. It’s a zone-defense in the infield.



This cut is through several vertical feet of solid stone.



Yard Engineer “kicking” a car into a track at Eagle Point.

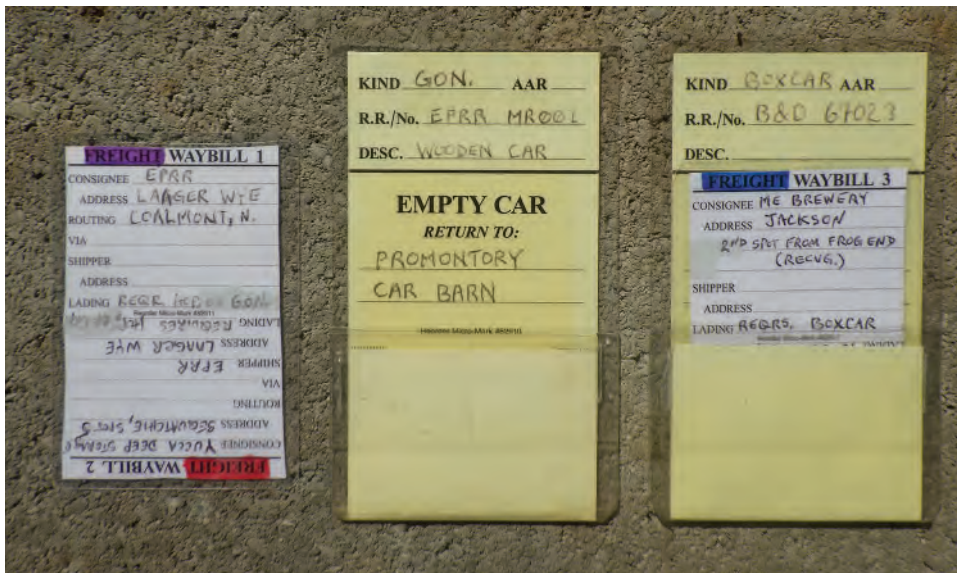
All this time the conductor checks the cars against the waybills, consults the timetable, and arranges protection if needed. Though initiative and self-sufficiency are valued, there is also the intention to cultivate teamwork and camaraderie.

## Eagle Point Railroad’s Dispatched Operations

John Allen wrote that “there is a drama about rugged mountain railroads as they twist and spiral back upon themselves over almost unsurmountable obstacles in order to conquer a mountain pass.” These words apply to the Tracy City Branch of the Eagle Point Railroad. Shown at top right is the Gateway Cut for example.

This cut, through tough sandstone and limestone, is at least forty feet long. It is one of the “almost unsurmountable obstacles” along the line. The cut took a half-dozen volunteers 18 to 24 months to complete. The





From left to right are a route card, a car pocket, and a complete waybill.

rock removed was used to fill the long deep approach to this cut.

The Tracy City Branch is where we conduct the operating sessions with a dispatcher. Other types of operations are conducted system-wide. Here is how the dispatched operation fits into now-traditional categories.

**SIZE** The overall area of the entire Eagle Point railway system is about 38 acres. Two main lines are 3.6 and 6.2 scale miles long (in 1/8th scale). The Tracy City Branch is 5.4 scale miles long. While the dispatching is limited to the Tracy City Branch, we use the entire railroad for operations with cars billed to almost all stations. See a map of the railroad by clicking on this link: [www.csme-eprr.com/track/current/index.htm](http://www.csme-eprr.com/track/current/index.htm).

**THEME** The district being dispatched is a mountain branch-line with both freight and passenger traffic. An interchange track for a free-lanced connection helps to motivate through traffic to the end of the branch. There is also local freight switching at various industries along the line. A full-service gravity yard feeds the entire railway system. The yard can also be tail switched - that is, by pushing each car into place on the appropriate track, without using gravity.

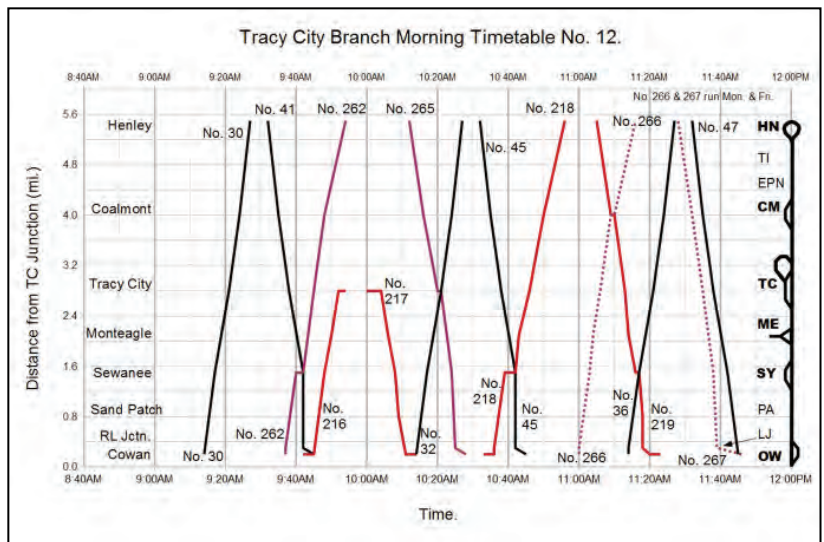
**PROTOTYPE** The inspiration for the railroad came from the Nashville, Chattanooga, & St. Louis Railway. Because the Eagle Point Railroad must conform to the existing mountain terrain of the property (at least a little), the overall railroad's resemblance to the prototype largely ends after the station list. The stations on the Tracy City branch includes; Cowan, Sewanee, Monteagle, Tracy City, Coalmont and Henley in the correct order going up the branch. The branch also has some of the curves and grades of the prototype branch line.

**CONTROL SYSTEM** All locomotives are self-powered. Some run on gasoline, others use batteries. One "pool service" engine has radio remote contro

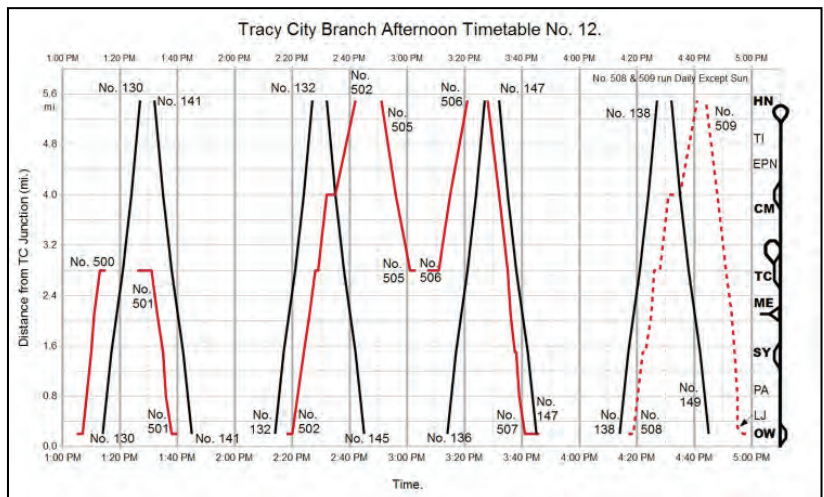
The "pool service" engines are often available for boomers to run. Many folks have been trained to run one of these engines. The training is simple face-to-face instruction and demonstration. They're not steam locomotives. These engines are easy to run and to run well.

Others often choose to play trainman roles while someone else runs the engine. With the conductor in charge of the train, the "control" is distributed across two participants.

**COMPANY SIZE** With three and four-person local freight crews and a full yard crew of five, the radio dispatch operations can engage two dozen railroaders and six or seven locomotives. Doing the arithmetic confirms an average of 3 to 4 railroaders per loco.



Morning timetable trains. Each grid space is 10 minutes.



There is time for switching in the afternoon, too.





**A train to Cumberland skirts the edge of the mountain as seen in its natural habitat.**

Quite naturally, railroaders do NOT need to own an engine or cars to participate. With stationary communications operators and a maintenance crew or a roving “mole” crew, the total company size could approach thirty individuals. With a self-service yard and fewer freights, we can still operate with small fractions of the above totals.

**COMMUNICATIONS** Because the distances are great, communication between the dispatcher and the conductors is via FRS (Family Radio Service) two-way radios.

**TRAFFIC COORDINATION** The infrastructure for this coordination is TimeTable & Direct Traffic Management (TT&DTM) with the dispatcher using a token board to help visualize traffic and an FRS radio to talk directly with conductors. There is a token board with information. Besides the token board, dispatchers’ train sheets are also used sometimes. Overlaid onto this infrastructure is the dispatching style or technique.

We’ve had dispatchers issue directives both in the style of DTC warrants (Direct Traffic Control) and in the style of train orders. Lately it has been train order style. See the article on page 30 of the July 2022 issue of *The Dispatcher’s Office* for more details.

As implied earlier, TT&DTM is applied only to the Tracy City Branch. Traffic on the two main lines is coordinated by a capture-and-release signal system. In a logical sense, this signal system is simply an electric staff control system but without the physical baton on-board the train. It is a simple system mastered in 5 minutes, if that.

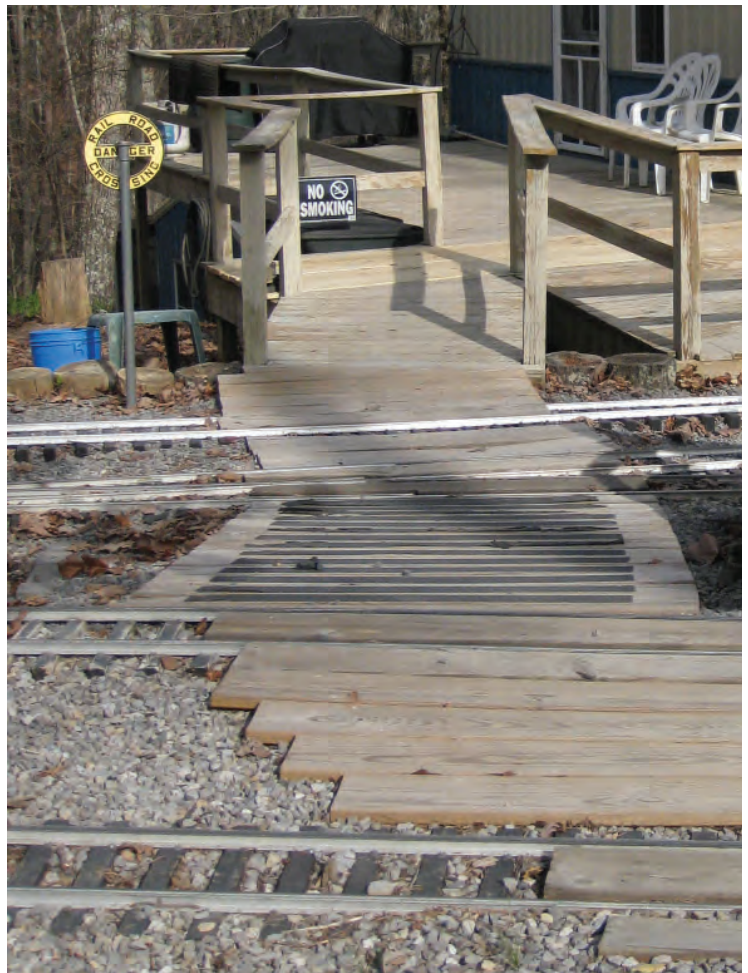
**CAR FORWARDING** We use the classic 4-destination waybill system. A card with a pocket on it is lettered for each freight car with the car’s type, number, and road initials. We call this a “car pocket.” Into this pocket goes the route card. This card has four destinations, two on

each side. Only one destination is visible above the upper edge of the pocket. The combination of car pocket and route card is a “waybill” telling the freight crew where to set out the corresponding freight car. Only someone in the yard should ever have to turn the route cards to the next destination.

**RIGOR** This is best summed up by the word “compromise.” These are purposeful operations with reasonably authentic passes at generic prototype practice but also with many typical “model” elements such as the card-in-pocket waybills.

The rigor also depends on the role chosen. For first class train crews, there are all of 4 precepts, the most critical being: Do not leave any station ahead of the scheduled leaving time. The other three precepts are omitted for brevity. The stationary roles, such as the dispatcher, are at the other end of the scale; they are potentially much more rigorous and detailed. Being a local freight conductor is somewhere in between.

An example of one of the firmer desires is the proper distinction between regular and extra trains. Regular trains, such as “No. 30,” run to timetable schedules. An extra, say “Extra 1025 North,” avoids the regular trains by using a watch and timetable. The use of the words “Number (No.),” “Extra,” and “North” or “South” as the



**The Eagle Point depot is accessible to those using walkers or wheelchairs.**





This rider car was built specifically to accommodate folks using wheelchairs or walkers.

can complete their “work.” The afternoon timetable is similar with some wider windows in some places, also seen on page 7, showing a string-line diagram for the afternoon trains.

**TONE and ATMOSPHERE** These are semi-detailed but casual. Though it is better to “have your head in the game” (as Koester once put it), extraneous conversations are okay. If you’re talking face-to-face with a fellow crew member in Tracy City, the dispatcher, some 260 feet away through the woods, is not going to hear you.

The dispatchers’ radio channel should be reserved for his handling trains. Even here, though, a little extraneous talk is acceptable unless the dispatcher is urgently trying to help a regular train avoid losing its schedule authority. It is important to simply be aware of what’s going on.

case may be, are all important when identifying trains in verbal or written communications.

**PACE of OPERATIONS** This also largely depends on the role. Railroaders who must keep moving run 1<sup>st</sup> class trains. Second class trains have more leisurely schedules. If a local extra freight crew gets done by lunch, that’s great. If not, they can break for lunch with the company and then return to switching in the afternoon -- that’s great too. And the crew can take out another train after that if desired, morning or afternoon.

Timing is one-to-one, that is, no fast clock. The distances between the stations are long enough that this simplification makes sense. It takes about 12 minutes to run non-stop from one end of the Tracy City branch to the other. The pace is thus a bit slower than many indoor model railroads, but lightning fast compared to the full-size roads.

Eagle Point railroad time is Central Daylight Savings Time. Minutes into the hour are synchronized to UTC (Coordinated Universal Time) as given at 303-499-7111. Some folks use pre-synchronized watches that are loaned out by the Cowan communications operator.

The current morning timetable has trains leaving Cowan at 9:14 am, 9:37 am, 9:45 am, 10:14 am, 10:36 am, 11:00 am, and 11:14 am. See the string-line diagram of these regular (i.e., scheduled) trains in the morning on page 7. Assuming 5 to 6 minutes to complete a trailing point swap (a set-out and pick-up on the same spur, without a re-spot) and 3 minutes running time between passing sidings, there are plenty of windows in which a freight crew



A seat behind a locomotive is waiting for you.





### Another desk-job role, Dispatcher at Rocky Top.

**DOCUMENTATION** The timetable is the primary operations document. There are extensive notes with the schedules in the timetable.

A diagram “map” of all the industry locations on the entire railway system is used. The Tracy City branch is clearly delineated on this diagram.

For the stationary roles, those of the dispatcher and the Cowan Operator, there is a booklet outlining preferred protocol as well as an overview of the general arrangement of operations.

There is also a briefing (that is, an orientation meeting) before the first “session.” This briefing includes a review of the timetable notes. If someone has a question later, he can call the dispatcher on the radio. That’s why there’s a dispatcher!

**SCENERY** The scenery is fully complete with adequate detail and is simply the natural mountain flora and fauna of the region. Click on the camera icons on the map at the link in the “SIZE” section above to see what the railroad looks like from each camera icon viewpoint.

**ACCESSIBILITY** As seen on the back cover and on page 8, the main Eagle Point station is accessible by wheelchair. We also have a wide, low, depressed-center flat car specifically designed for carrying folks who use walkers or wheelchairs. Photos on page 9 show this car at the Eagle Point passenger station.

Yes, there are “jobs” that can be done (roles that can be played) sitting down.

These are: Engineer, Communications Operator (we have at least one), and Dispatcher. See photo above for

an example of one of these. The dispatcher role is not an “entry-level job” but with one day’s experience in the Cowan Operator role, one can dispatch.

Add to this list of roles played sitting down, the passenger conductors. They spend the vast majority of their time sitting on the train “riding the cushions”. They may have to stand occasionally, to address passengers.

### ENVIRONMENT

The railroad is

outdoors under a forest canopy, and is well lit during the day, by human eyeball standards. Everything is easy to see by natural lighting. By camera standards, it is usually rather dim. Light levels can also be rapidly changing due to spotty and rolling cloud cover.

Again, by human eyeball standards it is no problem, but photography can be decidedly difficult. Folks are welcome to take photos and make videos but still shots of moving trains are not likely to come out very well due to the shade under the trees. Stopping a train is okay but if it’s behind schedule, not so much. (See “TONE”, above.) Mostly we’re here to operate the railroad but some photos still can be had.

The forest canopy provides shade so the need for sun protection is minimal. The same goes for wind. It can get a little chilly in October, especially at night, so a jacket is handy. Insect repellent is always a good idea outdoors. Still, it is a very pleasant environment in which to conduct railway operations.

Tours of the railroad are given on set-up days. Newcomers to the railroad arriving on a game day, their first day ever, will tour as passengers for one go-round before operating. Engineers or conductors, by club policy, must have had a “familiarization run” before first engaging in these roles without a “certified” pilot.

### Come Try It Out

Wouldn’t it be neat to go beyond stepping into the railroad room... to stepping out *onto* the railroad? On the Eagle Point Railroad, you can do just that. Come visit us. Operating sessions are held in April, June, and October.

Think about making a trip to the Eagle Point Railroad in Tennessee for your next vacation! Contact us via the E-mail address links on our calendar at the [csme-epr.com](mailto:csme-epr@csme-epr.com) web site at: [www.csme-epr.com/events/calendar](http://www.csme-epr.com/events/calendar). [SER](#)



# 2025 SER CONVENTION



## 2025 Southeastern Region Convention

September 18-20, 2025

Gatlinburg, TN



[2025SERConvention.org](http://2025SERConvention.org)

[info@2025SERConvention.org](mailto:info@2025SERConvention.org)

### 2025 Southeastern Region Convention Update

The clock is ticking and we're counting down to the 2025 Southeastern Region Convention. In less than 9 months we'll open the doors and celebrate the best of our hobby! The convention will be held at the recently remodeled Glenstone Lodge in beautiful Gatlinburg, TN. We'll kick things off with a complimentary welcome reception on Thursday evening September 18, 2025.

Friday and Saturday will be full of hands-on workshops, clinics, a back-stage tour of the Dollywood Railroad, an arts & crafts/artisan loop crawl, contest room, and all the other trappings of a first-class regional convention.

What's not to like about Gatlinburg! Come early or stay late. There's lots to do in Gatlinburg from top-notch attrac-

tions to best-in-class restaurants. Bring your family, we'll have a full schedule for them as well.

There will be a number of layouts open for tours on Thursday and Sunday, including some never before open, that you can visit on your way there or on your way home.

### Call for Clinicians

The 2025 Convention Committee is looking for clinicians for the 2025 SER Convention. We're particularly interested in "maker" type clinics featuring 3D Printing, Arduino applications, layout lighting, and animation, as well as clinics on operations, scenery, and weathering. Anyone care to present a "Make and Take" type clinic? We already have one signed up. How about a program on fine-tuning rolling stock for best performance? If interested, contact us at [info@2025SERConvention.org](mailto:info@2025SERConvention.org).





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Larry Burkholder, [labtexan@chartertn.net](mailto:labtexan@chartertn.net); 865-408-9903
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# T-Track 2026

article by **Bruce Arbo**

The 2024 NMRA National Convention is now 'in the books' and many of us are looking ahead to the next ones in Novi, MI, 2025, and then Chattanooga, Tennessee in 2026. It's possible that no other group is more excited than The National T-TRAK Layout is looking forward to the 2026 National Convention and Train Show in Chattanooga!

Why is that?

Because The National T-TRAK Layout is planning to break the world record for T-TRAK layouts at the NMRA's National Train Show at the Chattanooga Convention Center on August 1 & 2, 2026!

For those unfamiliar with T-TRAK, a little background is in order.

T-TRAK is a N Scale modular layout designed to fit on tables. The original T-TRAK concept stood for Trams, Trolley, Trains, Two Tracks, and Table-Top.

In August of 2000, Jim Fitzgerald, of NTRAK, and his wife, Lee Monaco Fitzgerald, visited Japan after Jim was asked to speak at the International Model Railroad Convention. What took place at this convention was the development of a concept that would become T-TRAK.

The September issue of the NTRAK Newsletter included a detailed write-up of the convention where the Hino N Club's layout was discussed. This club's layout featured modules that sat atop tables on bases that were about 4" high. Lee, concerned about how to get new modelers into the hobby, and visiting Japan once again the next August, noted how the Japanese modelers leaned toward constructing dioramas, showcasing very detailed buildings along with scenery, that they placed on art boards.

After this second trip, the September 2001 NTRAK Newsletter introduced T-TRAK modules for the first time in an article by Lee. Much more about the early history of T-TRAK can be found here - [www.nrail.org/T-TRAK-History](http://www.nrail.org/T-TRAK-History) - the NRail website.

Flash forward 24 years and, suffice to say, T-TRAK has become one of the most popular modular modeling concepts, if not THE most popular.

T-TRAK modelers and clubs now exist all over the globe, from the United States, Canada, Mexico, and South America, to the UK, Ireland, France, Spain, Italy, Germany, The Netherlands, Switzerland, Finland, Hungary, Russia, Ukraine, Israel, Japan (of course), Taiwan, Australia, New

Zealand, and Tasmania!

Basically, the T-TRAK modular system is based on just a few standards for module size, track placement, track interface, and electrical connections. The minimal standards allow for a wide range of flexibility in design yet still maintain interoperability with all modules built to the standards. T-TRAK modules are, essentially, mini dioramas constructed with Kato Unitrack, and simply snap together to create layouts from a simple circle to large complex layouts."

During the 2017 NMRA National Train show in Orlando, coordinator Fay Chin, noting the fantastic reception that the T-TRAK layout was receiving, suggested to fellow coordinator, Bruce Arbo, that an attempt should be made to break the existing T-TRAK record at the next National Train show in Kansas City. The previous record had been set at the World's Greatest Hobby Show, in San Antonio, in 2016. That layout consisted of 264 separate modules, with an outside, continuous run, across every module, of 15.6 N-scale miles.

Accepting the challenge, Fay and Bruce, along with the help of the NTRAK (now NRail) organization, and numerous industry sponsors, were able, over the course of the year, to organize participants and material, to come together at the National Train Show in Kansas City to break that record.

The 2018 layout, in Kansas City, occupied an area 70'x50' and consisted of 340 separate modules of various lengths, arranged to provide an outside continuous run, across every module, of 28.4 N scale miles. Numerous inner loops,



arranged around the layout, contributed to make the total trackage over 40 N scale miles!

Many clubs and individuals came together to create this historic layout.



Clubs included:

- Coastal Alabama T-TRAK (AL)
- North West Georgia T-TRAK (GA)
- Des MoiNTRAK (IA)
- Iowa Central Modular RR (IA)
- KATO (IL)
- Kansas City T-Nuts (KS)
- Central Kentucky T-TRAK (KY)
- Northeast T-TRAK (MA)
- Central Missouri Rail Road Assoc (MO)
- Kansas City T-Rail (MO-KS)
- French Broad e'N'pire (NC)
- North Raleigh MMRR Club (NC)
- Cronkin Railroad (NE)
- Central Valley MRR (NH)
- Oklahoma N-Rail (OK)
- AustNTrak (TX)
- North Texas T-TRAK (TX)
- Northwest Crossing (TX)
- Chippewa Valley Nginers (WI)
- and MANTRAK (WI)

Individuals from Illinois, Missouri, Minnesota, Ontario, Canada and Denmark also brought modules for the layout.

Model Railroader Magazine's staff also contributed the T-TRAK modules they constructed as a project for their Model Railroader Video Plus project model railroad.



Craig Laing's award winning T-TRAK module modeling Prince, WV

Due to the massive response in Kansas City, not only from the participants, but from the NMRA and media, Fay and Bruce vowed to coordinate a layout, annually, at the NMRA's National Train Show, giving birth to The National T-TRAK Layout organization.

Covid put an end to the highly anticipated 2020 iteration of The National T-TRAK Layout, where we were 'on track' to break the 2018 record at The Gateway 2020 National

Train Show and with the virtual 2021 NMRA Convention, and the reduced sizes of subsequent National Train Shows, The National T-TRAK Layout organization has not had the opportunity to organize another record breaking layout. We did host a 'Virtual Layout' on our website in 2020-2021, sponsored by Jacksonville Terminal Co., LLC, and 'attended' by over 450 modules of all sizes!

With the announcement of Chattanooga, TN as the host city for the 2026 NMRA National Convention and Train Show, The National T-TRAK Layout has been given an incredible opportunity to organize another record breaking T-TRAK layout and we're well on our way to doing just that!

The incredible folks of the NMRA's SER, including president Roy Masterson, have been instrumental in encouraging us to host a T-TRAK layout like no other. The National Train Show organizers have committed 10,000 square feet in the 100,000 square foot exhibit hall at the Chattanooga Convention Center, to assist us in our effort.

Our planning committee is actively planning the layout design and inventorying all the necessary components needed to run this massive layout.

In addition to being a part of this sure-to-be-historic layout, participants will also be treated to free giveaways, contests prizes, raffles, module participation plaques, and will be able to purchase commemorative 'extra fare' items, including tumblers, T-TRAK alignment tools, and a module contest special awards breakfast banquet for participants of the layout.

ScaleTrains, main sponsor of the convention itself, has also partnered with us to provide a 'Best in Show' grand prize including a beautiful trophy and \$250.00 gift certificate, but is also helping sponsor our participant breakfast banquet by providing the first 150 participants who purchase tickets for the buffet, a certificate that they can redeem for a special run N scale car!

Online registration forms are set up and active at our website, and, as of this writing, with 2 years until the event, we already have over 200 modules of various sizes committed to the layout.

We have no doubts that, not only will we break the previous record set in

Kansas City, we will more than double it's size.

More information on the plans for the 2026 layout, the history of The National T-TRAK Layout, and links to other T-TRAK and N scale sites, can be found at our website [www.nationalt-traklayout.com](http://www.nationalt-traklayout.com).

We hope to see you there! [SER](#)



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## MID-SOUTH



### Mid-South - Division 1 Dave Carlton ~ [dpcarlton59@gmail.com](mailto:dpcarlton59@gmail.com)

Mid South Division is in full swing after hosting the SER Convention this past June. We readied the Historic Decatur Union Depot for Halloween, Thanksgiving, and Christmas with theme additions to our many gauge layouts.

One of our favorite public outreach events is establishing layouts in store fronts for the holidays. We use an Arduino mini controller and sensor array to engage the public from outside or inside the store front. The trains run for a short



Harrison Brothers Hardware – street side

continuous running and encourages the public to move on to shopping.

period, rest for a while and go to idle, waiting for the next “touch” to begin the cycle. This type of control system controls the “wear and tear” of

The division runs at least seven layouts from G to Z at the Decatur Depot during these holiday periods.

Come see us and revel in the joy and twinkle in the eye of all of us kids, young and old. Visit our website at [www.Mid-SouthNMRA.org](http://www.Mid-SouthNMRA.org). General membership meets are the first Saturday of the month at 9:30AM. Watch the website for the location.



Harrison Brothers Hardware - inside

Andrew Smith, Secretary  
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## Atlantic - Division 8

Rick Fulkerson ~ [rick@mountaingoatbroadcast.com](mailto:rick@mountaingoatbroadcast.com)

Our fall meet at the Golden Isles Model Railroad Club in Kingsland, GA was well attended with clinics, show and tells, layout tours and pizza provided by the division.



Lloyd Bloom again gave a great clinic, this time of the Oahu Railroad & Land Company.

That was followed by Paul Speich talking about how they are doing the local control panels on the club layout with LED indications.

Lloyd Bloom and The Hawaiian Railroad on the club layout with LED indications.



Paul Speich with a control panel (L) and his layout (R).



A look at the Golden Isle layout.

Rick Fulkerson wrapped up the clinics by showing the presentation for the 2026 NMRA national convention in Chattanooga.



For show and tell, Carl Blum showed how he took two 2-3-rail small tank engines

and modified them to run back-to-back with a common DCC decoder to create a unique engine for his layout.

We had a brief business meeting and elected Rick Fulkerson as Superintendent and Casey Bartman as Secretary of the division.

We then had two never-before seen layouts to visit. The first was Richard Pistler's Norfolk and Western in southern Ohio during the 60's. He claims to be a newbie but the results are fantastic.

The second layout is Paul Speich's. It depicts central Pennsylvania logging around 1910 featuring two sawmills and geared locomotives.



Carl Blum Show & Tell

We are looking forward to our next meet at in Pooler, Georgia in February. [SER](#)

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Richard Pistler's layout.





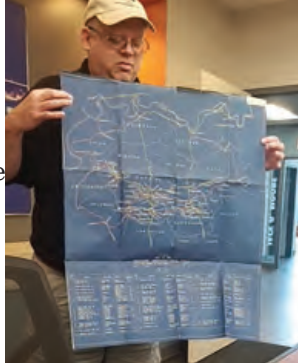
## Bluff City - Division 10

Steven Flowers ~ [palmodelrailroader@gmail.com](mailto:palmodelrailroader@gmail.com)

The Bluff City Division has continued to stay busy with our monthly meetings and continued work on some local layouts. We also had a cookout in September, followed by a chase of the Union Pacific Big Boy #4014 the next day.

In our October meeting, we discussed research of the area that is being modeled. Steve Flowers is pictured with his map of the coal fields of Western Kentucky from 1949, including the railroads of the time, the Louisville and Nashville RR and the Illinois Central RR.

Pictured is Bluff City Division member Bobby Fischer with his freelanced layout that has two



of his favorite roads, the Union Pacific and the Southern. Bobby has been working hard on this massive layout, including some base scenery and adding a second deck!



Steve Flowers has also been working on his Mayfield District layout of the Paducah & Louisville Ry. The enclosed picture has a dusk scene with lights that have been added.



In September, a group of friends and Bluff City Division members ventured across the Mighty Mississippi to chase the Union Pacific Big Boy #4014. It was a day-long chase

that started in Jonesboro, AR and ended in Pine Bluff, AR along the former Cotton Belt tracks.

When the group got to Brinkley, AR, there was a very large gathering of folks! The Big Boy stopped at the Central Delta Depot Museum, where the Rock Island and the Cotton Belt crossed.



Here is a photo of half the group that made the chase. Pictured are Bluff City members Kenny Young (lower left), Mike McTavish, NMRA member Jim Young, and friend Lee Hanna.



Next on the chase, we had the opportunity to get ahead of the mob to get some pictures at Stuttgart, AR.





And our chase ended at Pine Bluff, AR, right next to the old joint Union Station of the Iron Mountain (MP) and the Cotton Belt railroads. From there #4014 would head to Little Rock to bed down for the night.



Former MKT depot

We headed to get a bite at a great BBQ restaurant, then journeyed back to Memphis. A great time was had by all that went.

In October, a few of us ventured to Paducah, KY to go to a couple of our favorite hobby shops, Fast Freight Hobbies and Classic Trains and Hobbies!



We stopped at Old Hickory Clay Company in Hickory, KY to get something that I needed for my layout, a 5-gallon bucket of dried ball clay, of course!

I also ventured to St. Louis to

take some pictures of the Katy Trail State Park in St. Charles, MO. [SER](#)



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## Smoky Mountain - Division 12

Steven Folino ~ [steve@fungusmungusrr.com](mailto:steve@fungusmungusrr.com)

Planning for the 2025 Southeastern Region Convention is ongoing as we draw closer to our September 18<sup>th</sup> kickoff. More about the convention in another article.

Shane Wilson and Mike Cyr of Scale Trains/Virtual Railfan were our guest presenters at our November meeting. They presented an overview of the latest streaming capabilities and features of the web version of Virtual Railfan. While a single-channel free-with-ads YouTube version is available, the full web version is incredible.

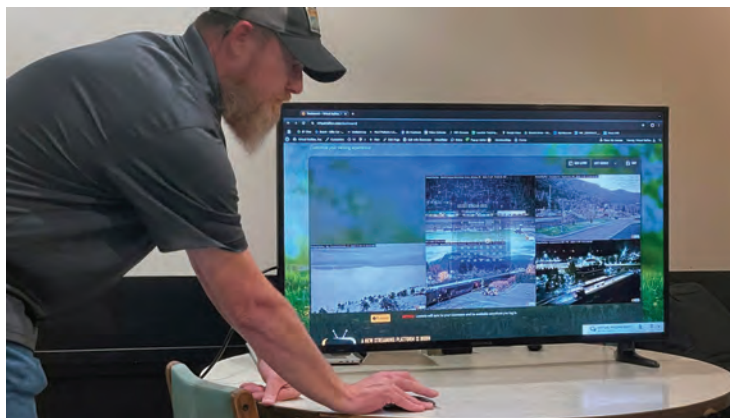


With more channels and new cameras constantly coming online, we had a sneak peek at some of the newest capabilities on the way. If you are a railfan or modeler, you'd better buckle-up!

Our in-person meetings are held on the odd-numbered months so the next one will be January 2. They are held on the first Thursday of the month starting at 6:00 pm. We meet at the Shoney's Restaurant in east Knoxville at 4020 Rutledge Pike. All NMRA members and their guests are welcome.

Around the Division... The Johnson City Railroad Experience, formerly known as the George L. Carter Museum at ETSU, has completed their move and opened on October 3<sup>rd</sup> at their new location at 207 N Boone St, Johnson City. They are open Tues-Sat 10:00 am – 4:30 pm.


We are planning a "Train Museum" Crawl for February or March depending on the weather. We'll start at the Bulls



Gap Railroad Museum, continue to the Kingsport Model Railroad Project, grab some lunch in Jonesborough, visit the Chuckey Railroad Depot Museum and finish at the Johnson City Railroad Experience.


For our March meeting, we're planning to hold a "Trunk" sale in the Shoney's parking lot immediately preceding our regular meeting. Members will "pop their trunks" while we hold an informal swap meet. [SER](#)

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Mark McAllister  
Superintendent  
Southern Division



# THE CLUB CAR

A listing of clubs and organizations in the Southeastern Region. If your club is accepting new members or visitors, kindly send the information to the Editor at: [SouthErneR@ejjp.com](mailto:SouthErneR@ejjp.com). Please provide a contact name and phone number. Websites will be listed if given.

## Atlantic - Division 8

**Coastal Rail Buffs**, Savannah, GA, Nate Stone, 912-354-2606  
**Charleston Area Model Railroad Club**, Citadel Mall in Charleston, SC  
Tom Kabele, [tkabele@sc.rr.com](mailto:tkabele@sc.rr.com); [www.camrc.club](http://www.camrc.club)  
**Grand Strand MRRC**, Myrtle Beach Mall, North Myrtle Beach, SC  
Joe Corsetti, 843-236-9148, [yrusoslo728@aol.com](mailto:yrusoslo728@aol.com); [www.gsmrrc.org](http://www.gsmrrc.org)  
**Golden Isles Model Railroad Club**, Brunswick, GA  
Helio Valdes, 912-261-2478; [t29b52f4@comcast.net](mailto:t29b52f4@comcast.net)  
**Sun City Model RR Club**, Bluffton, SC  
Doug Scott, [deraldh2@aol.com](mailto:deraldh2@aol.com)

## Bluff City - Division 10

**Mid-South Garden Railway Society, Memphis, TN**  
Vito Volpe 901-438-8466; [vvolpejr48@yahoo.com](mailto:vvolpejr48@yahoo.com)  
**The Memphis N-Scale Road Railers**  
**The Memphis Society of Model Engineers - The 1<sup>st</sup> Saturday Night Group**  
Highland St Church of Christ, 7:30 PM  
contact Ned for additional info; [nssavage@juno.com](mailto:nssavage@juno.com)

## Carolina Mountain - Division 15

**Apple Valley Model Railroad Club**, Hendersonville, NC  
Located in Hendersonville Station; [www.avmrc.com](http://www.avmrc.com)  
**French Broad e'N'pire NTRAK Club**, Hendersonville, NC  
Chuck Place, 828-685-2726; [hmp3@blueridge.net](mailto:hmp3@blueridge.net);  
**Waynesville Area Rail Roaders**  
Waynesville, NC; [www.facebook.com/WARRNC](http://www.facebook.com/WARRNC)  
**Western North Carolina Model Railroaders**; email: [webmaster@wncmrr.org](mailto:webmaster@wncmrr.org)

## Central Savannah River - Division 9

**OFRR Operators**, Tuesdays, Aiken SC  
Steve Prevette, 803-594-5079; [bhbfb.weebly.com](http://bhbfb.weebly.com)

## Cherokee Division 13

**Chattanooga Society of Model Engineers**, Dunlap, TN  
Andy Morrison, 423-344-8502; [www.csme-epr.com](http://www.csme-epr.com)  
**Chattanooga Modular Modelers, Inc.** meet Thursday at 6:30 pm  
Lewis Andrews, 706-271-8138; [www.chattmodmod.org](http://www.chattmodmod.org)  
**Tennessee Valley Model Railroaders, Inc.**, Chattanooga, TN  
Nick Giordano, 856-304-9196; [nickgiordano100@gmail.com](mailto:nickgiordano100@gmail.com); [www.TVMRI.org](http://www.TVMRI.org)

## Cumberland - Division 11

**Dixie Model Railroad Club**, 2101 Belmont Blvd, Nashville, TN 37212  
Eric Hansmann, 304-376-0256; [eric@hansmanns.org](http://eric@hansmanns.org)  
**Mid-South Live Steamers**, Columbia, TN, Hank Sherwood, 615-665-0512  
[www.midsouthlivesteamers.org](http://www.midsouthlivesteamers.org); [midsouthlivesteamers@yahoo.com](mailto:midsouthlivesteamers@yahoo.com)  
**Nashville NTRAK**, Nashville, TN, Mike Curtis, 615-479-7663  
4900 Rucker Christiana Road, Christiana, TN 37037  
[macurtis@comcast.net](mailto:macurtis@comcast.net); [www.nashvillentrak.org](http://www.nashvillentrak.org)  
**Nashville Garden Railway Soc.**, Nashville, TN, Ross Evans, 615-292-6555  
**Tennessee Central Railway Museum**, Nashville, TN  
Terry Bebout, 615-244-9001; [terry.bebout@earthlink.net](mailto:terry.bebout@earthlink.net); [www.tcr.org](http://www.tcr.org)  
**Tennessee T-Track Associates**, Franklin, TN  
Ed Minnich, 615-416-2892; [traknv@gmail.com](mailto:traknv@gmail.com);

## Dixie - Division 3

**Central Alabama Model RR Club**, Montgomery/Prattville, AL  
Phil Hutchinson, 334-272-1933 or Joe Mashburn 251-363-8508  
**MGB Model Railroad Club**, Prattville, AL *Visitors welcome*  
Brett Scott, 334-799-3096; [www.mgbr.org](http://www.mgbr.org)  
**Wiregrass Steel Wheels Sub-Division**, Dothan, AL  
Dan Adams, 334-588-3312; [danielma522@centurytel.net](mailto:danielma522@centurytel.net)

## Empire - Division 6

**Flint River Model RR Club**, Albany, GA, Jimmy Swinn, 229-883-3517  
**MGMR - Middle Georgia Model RR Club**, Warner Robins, GA  
Bill Attaway, 478-954-9200; [mgmrc@cox.net](mailto:mgmrc@cox.net); [www.mgmrc.org](http://www.mgmrc.org)  
**MGRA - Middle Georgia RR Association**, Bill Jones  
[wjones845@aol.com](mailto:wjones845@aol.com)  
**South Georgia Model RR Club**, Hahira, GA, (Near Valdosta)  
Todd Tait, 229-548-3611

## Gulf - Division 4

**Caboose Club**, Foley Railroad Museum, 125 E Laurel Ave, Foley, AL 36535  
Bonnie Donaldson, 251-943-1818; [foleymuseum@gulftel.com](mailto:foleymuseum@gulftel.com)  
**CATT - Costal Alabama T-TRAK**, Bruce Arbo, 228-669-6705  
[coastalalabamatrak@gmail.com](mailto:coastalalabamatrak@gmail.com); [www.nationall-traklayout.com](http://www.nationall-traklayout.com)  
**Emerald Coast Garden RC**, Jack Grill, 850-994-7226; [www.ecgrc.com](http://www.ecgrc.com)  
Usually meet on 3<sup>rd</sup> Saturday at noon in the Diner Car  
of the West Florida RR Museum, Milton FL  
**Glenn Samuel's Operating Group**, Mobile, AL 205-914-0693  
2<sup>nd</sup> Saturday of the month @ 1 p.m.; [Gasamuel@aol.com](mailto:Gasamuel@aol.com)  
**Miracle Strip Model RR Club**, Shalimar, FL; Ray Follacchio, 850-865-8822  
**Mobile Society of Model Engineers**, Alabama Gulf - Chapter, NRHS  
8060 Morris Hill Rd, Semmes AL 36575-6424; Dave Miller, 251-689-2673

**Pensacola Model Railroad Club (PMRC)**, Pensacola, FL  
HO Division - Steve "Chip" Borona, 850-384-3206; [www.PMRC.us](http://www.PMRC.us)  
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**Southwest Alabama Railroad Modelers (SWARM)**, Mobile, AL  
Glenn Samuel, 205-914-0693, [Gasamuel@aol.com](mailto:Gasamuel@aol.com)

**West Florida Model Railroad Club**, Milton, FL  
Tom Augustine, 850-944-0471; [www.wfrm.org](http://www.wfrm.org)

## Magnolia - Division 14

**Central Mississippi Model Railroad Association**, Jackson, MS  
MS Ag and Forestry Museum, 1150 Lakeland Dr, Jackson MS 39216  
Nils Larsen, 601-432-4500

**Mississippi Coast Model RR Club**, PO Box 6415, Gulfport, MS 39506  
613 Pass Rd Gulfport, MS (adjacent to the museum; [www.mcmr.club](http://www.mcmr.club)

## Mid-South - Division 1

**Northeast Alabama Model Railroad Club**, Guntersville, AL  
Charles Dick, 205-878-2537; [charlesdick@bellsouth.net](mailto:charlesdick@bellsouth.net)  
**Redstone Model Railroad Club**, Huntsville, AL; [www.rmrrc.net](http://www.rmrrc.net)  
**Shoals model Railroaders**, 206 W Fifth St, Tusculmbia AL 35674  
Neal Jetter, 256-800-8147; [lionlman@aol.com](mailto:lionlman@aol.com)  
[www.facebook.com/groups/580026328843374](http://www.facebook.com/groups/580026328843374)

## Palmetto - Division 7

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

## Piedmont - Division 5

**Atlanta Interlocking Model Railroad Club**;  
Charlie Crawford, 678-982-4699  
**Atlantic Coast S-Gaugers**, Bob Lacheen  
home 770-578-9937; cell 404-431-8032; [www.trainweb.org/acsg](http://www.trainweb.org/acsg)  
**Boomers**, John Rieken, Saturday a.m.; OPS Athens, Gwinnett, Commerce areas  
email for specific dates; [jrieken@windstream.net](mailto:jrieken@windstream.net)  
**Chattahoochee Express Operating Group**, Chris White, 770-594-2618  
**Georgia Garden Railway Society**, Terry Manning, 770-564-8822  
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**Georgia Society of Ferroequinologists**, Marietta  
Bob Hoenes, 770-422-0081; Jasper Roundhouse, Jasper, GA  
Phil Stead, [trainman07@aol.com](mailto:trainman07@aol.com); all scales, meets weekly at a member's home  
**Model Railroad Club of Atlanta**, Atlanta, GA  
Terry Weldon, 770-979-0473; [www.oscale-atlanta.info](http://www.oscale-atlanta.info)  
**North Atlanta O-Gauge Railroad Club**, Roswell, GA, Jeff Pergl, 770-516-6378  
**North Atlanta Rail Barons**, Howard Goodwin, 770-529-2103  
**North Georgia Lego Train Club**, James Trobaugh, 770-844-1076  
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**Northeast Georgia N Scale Model Railroad Club**; Peter Wood, 706-215-3133  
[www.facebook.com/NortheastGeorgiaNScale](http://www.facebook.com/NortheastGeorgiaNScale)  
**NWGA T-TRAK Club** Kennesaw GA  
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**Volunteer Garden RR Club**,  
Vines Botanical Gardens, 3500 Oak Grove Rd, Loganville, GA 30052

## Plateau - Division 16

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

## Smoky Mountain - Division 12

**Knoxville Area Model Railroaders**, Oak Ridge, TN  
Brad Tutt, 865-776-4703; meetings are 1<sup>st</sup> & 3<sup>rd</sup> Sundays  
**Mountain Empire Modular Railroaders**, Johnson City, TN, East TN State Univ.  
George Carter Museum, Dr. Fred Alsop, 423-929-3733; [www.memrr.org](http://www.memrr.org)  
**Maryville MRRC**, Alnwick Community Club  
2146 Big Springs Rd., Maryville TN 37803  
Don Clark, 503-730-4869; meets first Saturday each month, 10 a.m. to noon

## Steel City - Division 2

**Black Warrior Model RR Society**, Tuscaloosa, AL, Bob Way, 205-556-3073  
**Smokey City Model Rails**, Birmingham, AL; [www.smokeycityrails.com](http://www.smokeycityrails.com)  
**Wrecking Crew Model RR Club**, Birmingham, AL; Whit Francher; 205-746-0007  
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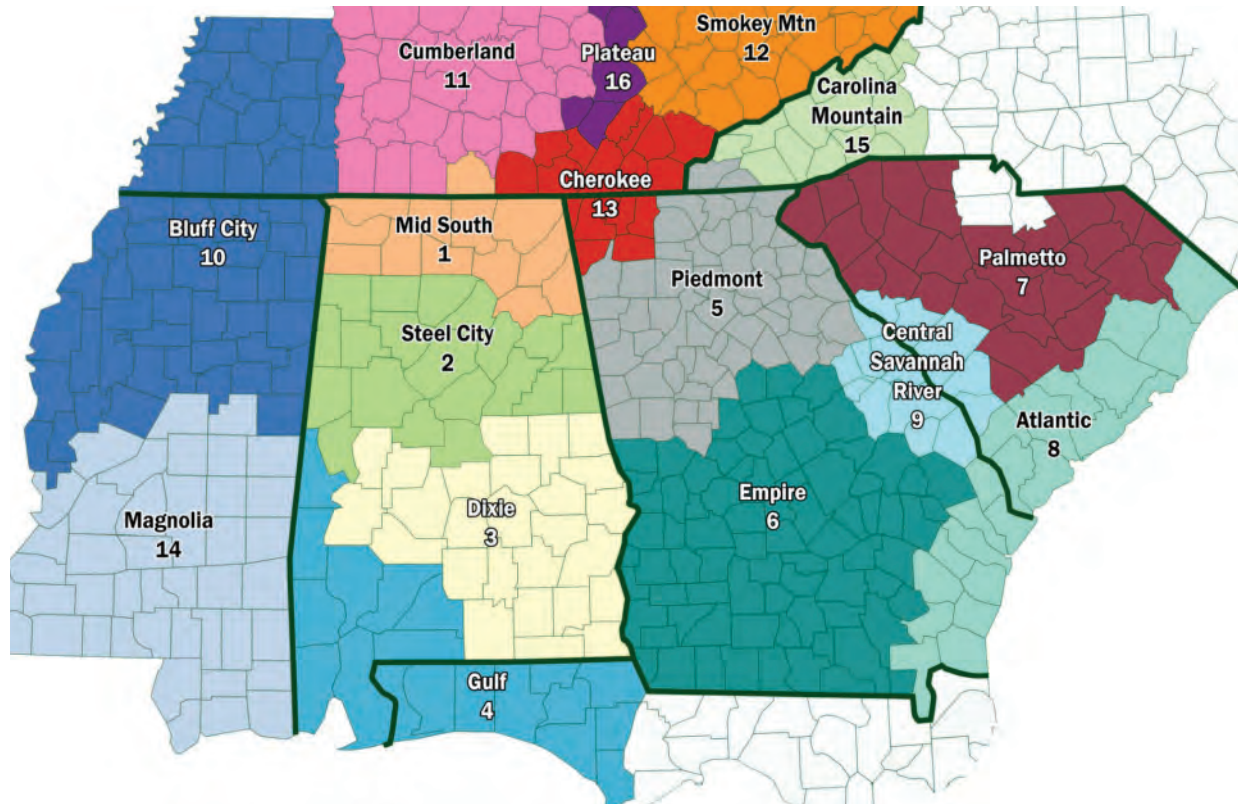
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