

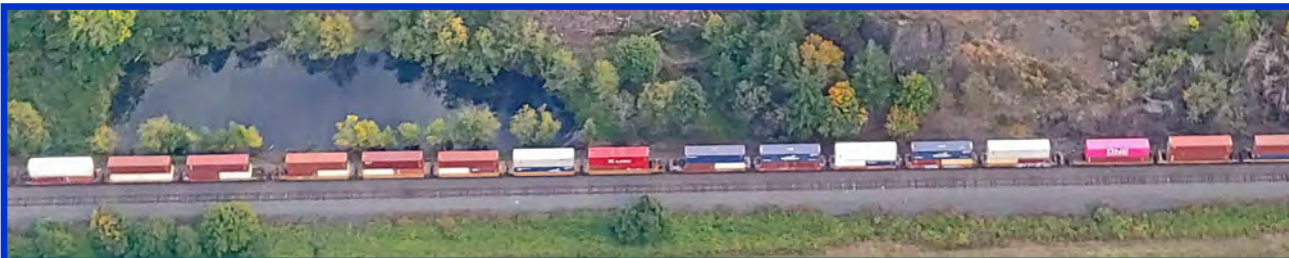
PIEDMONT DIVISION TIMETABLE

VOLUME 22 NUMBER 4

Effective 12:01 AM ET Monday, October 1st 2018



**ESTATE PLANNING FOR MODEL RAILROAD COLLECTIONS
COUNTIN' RIVETS: ATHERN'S GENESIS SD60-E 9-1-1**



PIEDMONT DIVISION



SER

NMRA



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PIEDMONT DIVISION SUPERINTENDENT'S REPORT FALL 2018



Model railroading is alive and well. Fall is an excellent time to get active in the hobby with great weather and chance to go visit other home layouts. We are very fortunate to have excellent modelers with home layouts that will be in the 2018 PIEDMONT PILGRIMAGE. If you have the chance, invite a friend personally or encourage someone to go visit some of the model railroads on tour.

I attended the NMRA national Convention in August out in KC. The convention was great. There were many great clinics and offered a variety of tours as well. Many Piedmont Division members were in attendance in KC. I hope everyone who attended had a great time.

We had our second NMRA competition for model and photos during the October meeting. We changed and put the tables out in the hallway to allow members and guests to view. I hope this change will get folks more excited to try entering in a future contest.

In November we will be trying something new for our November meeting. Maybe the official competition is not your thing, but this new modeling contest is open to Piedmont Division members to enjoy. Simple rules. HO and N build a 12 in x 12 in diorama with a piece of track and some sort of rolling stock. The rest is up to your creativity. Should be fun. There is also a category with a different size for G and O Scale as well. See the website for official rules and prizes. Judging will be done by the membership present at the November meeting.

In November we will be holding our official election for several positions. Four Directors at large, Director of Administration, Director of Personnel and Superintendent. Thank you to all of you who have decided to run.

We did have our picnic out at the City of Acworth Dallas Landing on Lake Allatoona. We had a small crowd, but a fun time was had by all that attended.

A special thanks to Perry Lamb for hosting the the September Train N Camp. Thanks to Jim Travis who also was one of the instructors. Perry does have topics and classes lined up for 2019. I would really like to see support for the classes. They are organized very well, and they are available to members and non-members to attend. Education was one of the most desired things requested from a survey done awhile back. If you want to become a better

(continued on next page)

PIEDMONT DIVISION SUPERINTENDENT'S REPORT JANUARY 2018

(continued from previous page)

modeler then learn from folks that have excellent experience and are willing to share. Thanks to all those folks that have attended and supported the outreach.

We are looking to get involved with the Cobb County School District and give classes to interested schools. A few people have volunteered, and we are in the process of getting set up with the CCSD. We will keep everyone posted of the progress. This is an excellent way to share our fun hobby with young people. They are future modelers.

The Train Show is not far off at all. David Gelmini is moving forward and getting ready. It will be at the Cobb Galleria in 2019. If you have an interest in volunteering or getting involved, please contact David. He will get you plugged in with the program.

Well, with fall here I hope many of you have some exciting projects on your work benches or even your outdoor railroads. Please remember to share photos on our Piedmont Division Facebook page. If you have a layout that meets Golden Spike requirements, please contact me so I can get you signed off for your Golden Spike Certificate.

If you are new or maybe you have been around a while and you need a new member name tag please see James Bando at the meeting. He will be glad to get you one made. These are great to have when visiting layouts, attending meetings and the Train Show.

Till Next Quarter,

Respectfully,

—Walt Liles

Superintendent Piedmont Division

CANDIDATES FOR NOVEMBER'S ELECTION OF OFFICERS

Superintendent

- Walt Liles

Director of Administration

- Perry Lamb

Director of Personnel

- Howard Goodwin

Directors at Large (4 positions)

- Alan Mole
- Joe Sullivan
- David Gelmini
- John Falk

Piedmont Division monthly meetings are held at:

Holy Innocents' Episcopal Church

805 Mt. Vernon Highway, Atlanta, GA 30327

Division meetings are open to everyone. Come join us to see what fun Model Railroading is. See Division Calendar for details.

We hope to see you at our next meeting!





LOOKING AT PROTOTYPES FROM 1300 FEET

Another quarter has passed and they seem to be getting shorter and shorter. Hard to believe this is my sixth issue.

The diminishing daylight means that the Piedmont Pilgrimage is fast approaching. We have over 70 layouts being prepared for visitors, including 10 showing for the first time. The Marketing Committee has been hard at work to bring in even more visitors this year to experience the fun of model railroading.

Mike Fleming and I collaborated on a feature article on estate planning for model railroad collections. This is something too few of us take seriously. I want to thank Mike for his extensive research into this topic. He is also offering to personally share what he has learned with Piedmont members to help you better plan for the inevitable. Notably, he gave me the unique opportunity to say I worked with a real brain surgeon, and not mean it sarcastically.

Our *Featured Layout* is Joe Gelmini's incredible N-scale *Great Georgia Southern* that was hosted by his family in honor of Joe's birthday. It was a tremendous opportunity to view this amazing railroad in action and to celebrate everything Joe has done for the Division and the hobby.

Tom Gordon is our clinician for the October meeting so he will be sharing his extensive knowledge live and in-person rather than in print this

quarter. This is an excellent opportunity to get a better understanding and gain control over your electrical and programming issues.

This issue launches what I hope will be a regular column, *Countin' Rivets*. This is an opportunity for members to share a close-up review of a favorite model to let us know what the manufacturer did right, and where they may have missed. Raymond Stewart leads off with a thorough examination of Athern's Genesis SD60-E 9-1-1 commemorative locomotive. He gives an excellent overview of what makes this unique in Athern's line and how it compares to the prototype. Who wants to cover one of their outstanding models for the next issue?

ON THE COVER: I recently travelled to Portland, OR to visit my daughter, Jen. A special treat was a flight over the city and the Columbia River Gorge by her boyfriend Brian who works in Operations at PDX and moonlights giving tourist flights. There was a BN grain train on the Washington side of the river and a UP container train on the Oregon side when we entered the gorge. By special request we flew near the UP yard on the banks of the Willamette River. We enjoyed some great views of the city as well some of the spectacular waterfalls in the gorge. Of course I took far more pictures of a Columbia Vista lumber mill and a huge Georgia Pacific plant.

—Jim Datka

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PIEDMONT DIVISION TIMETABLE VOLUME 22 NUMBER 4

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DEADLINE FOR THE QTR 1 2019 *TIMETABLE*:

Wednesday, December 12, 2018

Please send submissions to :

jdatka@mindspring.com

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OVERVIEW OF PIEDMONT DIVISION FINANCES FOR FIRST NINE MONTHS OF 2018

	January thru September 2018	Budget	Amount Over Budget
REVENUE			
Advertising Sales	4,454.00	3,030.00	1,424.00
Contributions	1,862.22	1,970.19	(107.97)
Event Fees	25,869.00	27,991.00	(2,122.00)
Raffle Sales	1,181.00	1,000.00	181.00
Sales of Product	184.00	297.00	(113.00)
Table Rental	16,249.00	16,200.00	49.00
White Elephant Sales	1,901.25	1,200.00	701.25
TOTAL REVENUE	51,700.47	51,688.19	12.28
TOTAL COST OF GOODS SOLD	- 545.07	- 612.50	-(67.43)
GROSS PROFIT	51,155.40	51,075.69	79.71
EXPENSE			
Accounting & Legal Fees	600.00	791.29	(191.29)
Advertising & Marketing	5,188.86	8,613.00	(3,424.14)
AudiVisual Equipment	172.91		172.91
Bank Charges	622.83	487.50	135.33
Booth Expense	61.48		61.48
Total Entertainment	518.32	400.00	118.32
Facility Rental	16,037.50	17,475.00	(1,437.50)
Furniture Rental	4,788.33	4,700.00	88.33
Good & Welfare		74.97	(74.97)
Insurance	165.00	165.00	
Layout Cost	1,250.00	1,150.00	100.00
Total Membership Drive	65.00	135.00	(70.00)
Office Supplies	421.75	659.94	(238.19)
Operating Supplies	787.64	1,212.47	(424.83)
Plaques & Awards	561.33	200.00	361.33
P.O. Box Rental	252.00	250.00	2.00
Postage	3,486.48	4,150.00	(663.52)
Program Food & Beverages		400.00	(400.00)
Publishing	6,262.95	8,012.00	(1,749.05)
Raffle Expense	156.60		156.60
Software & Internet	174.99	375.03	(200.04)
Taxes & Licenses	30.00	30.00	
Total Travel	619.19	1,000.00	(380.81)
TOTAL EXPENSE	42,223.16	50,281.20	(8,058.04)
NET OPERATING REVENUE	8,932.24	794.49	8,137.75

Monthly Financial Reports are presented to the Board of Directors.



TUESDAY, OCTOBER 9, 2018

6 PM BOD: 7-9 PM Piedmont Division Mtg

SEMIANNUAL MODEL AND PHOTO CONTEST

CLINICIAN: Tom Gordon TITLE: Model Railroad Technical Geek Speak Deciphered
This presentation will attempt to unravel the types of technology, varieties of electronics and versions of TLA's (three letter acronyms) in order to help the modeler understand just what all this stuff is, and how it is supposed to interoperate.

BRING & BRAG: Hand held remotes that you use on your railroad, or whatever you have been working on and want to share.

SATURDAY, OCTOBER 13, 2018

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SATURDAY, OCTOBER 13 THROUGH SUNDAY, NOVEMBER 18, 2018

16TH ANNUAL PIEDMONT PILGRIMAGE Details at piedmontpilgrimage.com

TUESDAY, NOVEMBER 13, 2018

6 PM BOD: 7-9 PM Piedmont Division Mtg

DIORAMA MODEL CONTEST (see website for rules)

CLINICIAN: DEL KITTENDORF

TITLE: Brightline

Brightline is the new higher speed passenger railroad that recently started operations in South Florida. It is truly America's 21st Century railroad. The presentation will cover the operations to date, the Running Repair Facility ("B" shops), the first three depots and the actual ride experience. Also discussed will be the Phase II and III plans and some other future expansion ideas for the railroad.

BRING & BRAG: Bring your favorite Amtrak models, or whatever you have been working on and want to share.

TUESDAY, DECEMBER 11, 2018

6 PM BOD: 7-9 PM Piedmont Division Mtg

HOLIDAY PARTY

GUEST SPEAKER: ROBERT WEST

Born in Great Falls, Montana, Robert West's passion and love for trains began at an early age due to constant travel across the country with his father who was an air force career man. His grandfather Allen Parrish provided Robert with his "on the job training" through stories of his experiences as a chair car attendant and Pullman Porter for the Atlantic Coast Line Railroad. As a self-taught artist, Robert West has been painting images of trains and North American railroading for more than 27 years. Known as "The Champion Painter of Trains", Robert West's paintings and artworks are displayed in the halls and walls of a number of railroad corporations, suppliers and manufacturers.

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ACHIEVEMENT PROGRAM NEWS



Congratulations are extended to the following Piedmont Division members who have recently earned Achievement Program certificates and awards:

Raymond Stewart - Master Builder - Scenery

Thomas Klimoski - Golden Spike Award

Master Builder - Scenery

Master Builder - Prototype Modeler

Model Railroad Engineer - Electrical

Model Railroad Author

The upcoming Piedmont Pilgrimage is an excellent way to earn points for the Association Volunteer AP certificate. Each host and every operator assistant receives 3 volunteer points for an open house. Download the Record and Validation forms from the NMRA website and keep track of your points. The host can validate the hours for his assistants. Points for being a host can be validated by Gary Jarabek or Charlie Mason. It is much easier to keep track of your volunteer hours if you add them to the Record and Validation form as you earn them. A total of 71 Piedmont Division members have earned the Association Volunteer AP certificate. That contrasts to the Prototype Modeler certificate, which only five members have earned.

—Charles Mason MMR

Piedmont Division Achievement Program Chairman

candmjason@att.net

COUNTIN' RIVETS: ATHEARN GENESIS SD60-E

BY RAYMOND STEWART



During the first week of September, I received the newest release from Athearn: the SD60-E. There are several things about the model I want to share with anyone that has not heard about it. But first I will start from when I opened the package and saw the model box. I ex-

pected the standard box that all Genesis series locomotives come in, but I was very pleasantly surprised by the colorful artwork.

I didn't purchase the standard Norfolk Southern black painted model, but instead ordered the 9-1-1 version. The artwork and colors stood out. I thought to myself that if the box artwork is this impressive, I hope the model is just as impressive.



I proceeded to my layout where I opened the box and found the packaging kept the locomotive safe on the trip from the factory in China to my door step half way around the world in the North Georgia mountains. I took a few minutes to observe the extra details that have been applied to the locomotive. I remembered the days of the old "Blue Box" where you had to apply the handrails, truck details and any other details that you wanted to make it as realistic as possible. By my thinking, this was the quality of brass models twenty years ago. Now for a couple hundred dollars you can purchase a plastic, highly detailed, DC or DCC equipped, sound equipped model that would rival any brass locomotive on the market today and possibly surpass it.



I carefully un-boxed the model and placed it on the track in preparation for testing. Since I ordered the DC version of the model, I had to set

up the proper power supply for testing. This model comes equipped with LED lighting which is a first for the Athearn models--something other manufacturers have been doing for a couple of years. Also, the model has see-through steps in the step well of the locomotive. Both of these great additions are new to this model and the Genesis line. (Proto 2000 was the first known plastic locomotive manufacture to have the see-through steps on locomotives) This model also has another first which is ground lighting effects. A small LED is mounted on each

side of the frame over the locomotive's front truck.

The various colors used on the model are well applied and have very nice color separation. The lettering on the model is clear and some of the smallest lettering is legible under magnification. The details are nicely applied and do not have any glue marks on the body. The handrails are made from plastic so care is needed when handling the model. It is best to pick the model up by the fuel tank to avoid damage. The model has various underside details such as electronic bell, air filters, truck air lines, traction motor cabling, toilet drain, and fuel tank details. On each end of the model there are M.U. hoses, ditch lights and uncoupling levers. The rear of the unit also has spare coupler knuckles.

The prototype locomotives have received several changes during the rebuild process and received various cab window and handrail arrangements. Looking at the exploded parts diagram, they show the different cab window and handrails used with each variation. There are even two different walkway variations for the units. There are probably more unique variations than what I have pointed out.

—Raymond Stewart



Prototype photo of 911 unit by [TERRENCE ROBLE](http://www.rpicturearchives.net/showPicture.aspx?id=4268876) <http://www.rpicturearchives.net/showPicture.aspx?id=4268876>

The SD60E program was designed to upgrade 1980's SD60 with current electronic controls and crash-worthiness upgrades—the most innovative and ambitious program yet. The rebuilds feature some in-house innovations, the most obvious being the NS-designed Crescent Cab, it meets FRA Crash-worthiness standards and is manufactured by Curry Supply of Curry, Pa. The rebuilds receive a Tier 0+ 16-710G3B prime mover rated at 4,000 hp, compared to the standard SD60's 3,800 hp. The engine's performance is enhanced by electronic fuel injection and a "patent-pending split-cooling system designed by Don Faulker and Juniata Mechanical Supervisor Bill Thompson." (Locomotive 2012, 46) This makes the locomotives 7% more fuel efficient. The rebuilds also receive a new electrical cabinet and wiring, EM2000 microprocessors and Knorr CCB 26 electronic brake. All 160 SD60's on NS's roster have been or will be cycled through for rebuild. NS currently has around 100 SD60E's in active service. #7010 is the most recently completed unit.

- NS #6920 has been painted in a special paint scheme honoring veterans.
- NS #6963 was painted very recently to honor Go-Rail's 10th Anniversary.
- NS #911 was originally supposed to be #7003, but was painted in a special paint scheme to honor first responders, and was numbered 911.

Sources: <http://www.altoonaworks.info/> and Trains' Locomotive 2012

http://locomotive.wikia.com/wiki/NS_SD60E

NORFOLK SOUTHERN DEDICATES NEW GENESEE ARCH BRIDGE IN UPSTATE NEW YORK

Robert Hunt brought this new bridge to my attention as an excellent opportunity for modeling. If you would like to learn more about this span, John Kucko has documented the construction on his facebook page which is at www.facebook.com/JohnKuckoDigital/.

From the May 24, 2018 NS press release: Ushering in a modern era for freight rail in **New York's Southern Tier, Norfolk Southern** and New York State officials, along with supporters, today dedicated a new steel arch railroad bridge that spans the "Grand Canyon of the East."

Surrounded by scenic Letchworth State Park, the \$75-million bridge expands freight rail capacity and economic opportunities for businesses and communities across the Southern Tier and Finger Lakes. Built with a public-private partnership, the single-track arch structure replaced a 19th-century-era bridge that restricted train speeds and rail car weights and had become a major transportation bottleneck.

In recognition of a new beginning, Norfolk Southern CEO James A. Squires announced that the bridge, which spans the 235-foot-deep Genesee River Gorge, has been named the Genesee Arch Bridge. That name received the most votes during a bridge-naming campaign on social media.

Norfolk Southern partnered on the project with the New York State Department of Transportation, the New York State Office of Parks, Recreation and Historic Preservation, the Finger Lakes Regional Economic Development Council, and the Federal Highway Administration.

Located between Buffalo and Binghamton on the railroad's Southern Tier Line, the 963-foot-long bridge connects New York businesses to markets in the Midwest and New England, trade with Canada, and access to New York City. After two years of construction, Norfolk Southern began operating trains in December over the new span, built 75 feet south of the former bridge.

In addition to enhancing rail safety and operating efficiencies, the new span enables Norfolk Southern to transport rail cars loaded to the industry



standard 286,000 pounds, an important benefit for shippers. The old iron truss bridge it replaced — built in 1875 by the Erie Railroad and unable to support modern freight rail needs — created supply-chain inefficiencies. Rail car weights had to be reduced 13,000 pounds below the standard, and train speed was restricted to 10 mph. Trains crossing the new bridge are operating at up to 30 mph with fully loaded cars.

New York-based businesses benefitting include 10 short line railroads that service and connect local industries to Norfolk Southern's network. Norfolk Southern transports freight across the Southern Tier for about 1,100 customers in more than 20 states.



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2018 Schedule

Engineer's Wish List



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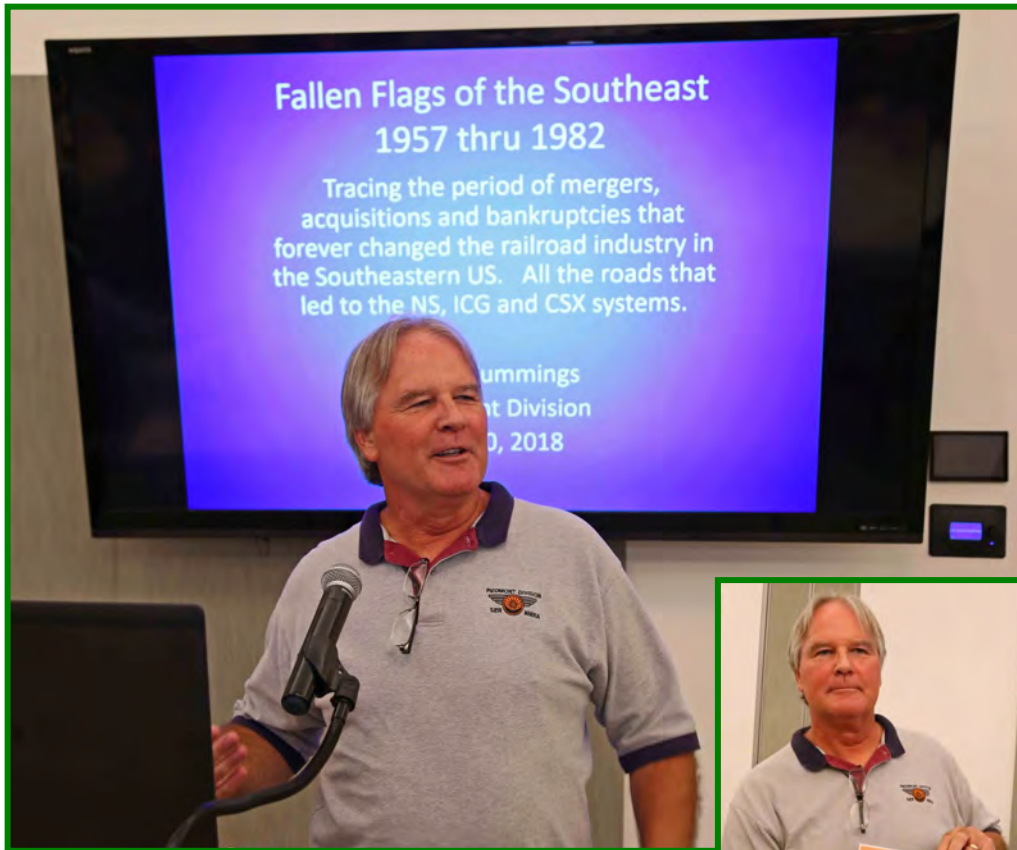
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PIEDMONT DIVISION'S JULY MEETING

MIKE CUMMINGS: *FALLEN FLAGS OF THE SOUTHEAST* 1957-1982



Mike continued his series of presentations on the dramatic changes in railroading with a focus on the Southeast. We were taken on a journey to see how the Norfolk Southern, Illinois Central Gulf and CSX railroads came to dominate the Southeast in the 1980s.

He had great images of the many lines that serviced this region, including many of the very colorful short lines that were acquired or disappeared during that time frame. We were privileged to share pictures of his beloved Alco locomotives.



SALLY BANDO PRESENTS MIKE WITH HIS CLINIC AWARD CERTIFICATE

Photos courtesy of James Bando



SALLY BANDO RECEIVES HER NMRA ACHIEVEMENT AWARD FOR ASSOCIATION OFFICIAL



PIEDMONT DIVISION'S JULY MEETING

BRING-AND-BRAG: *FALLEN FLAG LOCOMOTIVES*



Norm Lundin presents his President Trump Commemorative loco

Photos courtesy of James Bando



Perry Lamb shows his Norfolk Southern Railroad locomotive



Craig Knox describes his Lionel classic passenger cars from the 1950s



Stefan Bartelski brought his Georgia Northeastern Railroad switcher #77 and Georgia Marble Railroad SW-1



Martin Guldner shows his two Louisville and Nashville Railroad SW1200 locos nicknamed Bud and Sue



Jim Hobbs showing his Nashville, Chattanooga and St. Louis Railway Yellow Jacket 4-8-4 and Piedmont & Northern Railroad boxcar





PIEDMONT DIVISION'S AUGUST MEETING

LLOYD NEAL: *WHEN ATLANTA TOOK THE TRAIN*



Lloyd, Assistant Librarian at the Southeastern Railway Museum, was part of the team that produced the recently published *When Atlanta Took The Train*. He presented an overview of the historical railroads that served Atlanta, including photos of the depots they used.

Most interestingly, he compared the Terminal Station and Union Station areas from the early 1970's with photos of the same locations in 2018. He shared many photos from his own collection, and provided stories of the Atlanta passenger train scene of the early 1970's.

Lloyd also provide a copy of *When Atlanta Took The Train* as a door prize which was won by Mike and Daniel Turrent.



LLOYD NEAL SIGNS AND PERSONALIZES THE COPY OF *WHEN ATLANTA TOOK THE TRAIN* WON BY MIKE AND DANIEL TURRENT

Photos courtesy of
James Bando



PIEDMONT DIVISION'S AUGUST MEETING

BRING-AND-BRAG: *PICTURES OF ATLANTA RAILROADS*



Daniel Turrant presents two of his favorite Seaboard Railroad diesel locomotives



Doug Alexander shares his photos of the MacGyver TV show filming at Hobby Town-Kennesaw. They took over the layout in the front of the store to film a train crash that will be broadcast this fall.



Doug Alexander describes his oil painting by Robert West: *Peachtree Departure*

Photos courtesy of
James Bando



PIEDMONT DIVISION'S PICNIC ON LAKE ALATOONA

SATURDAY, SEPTEMBER 8TH



Photos courtesy of
James Bando



PIEDMONT DIVISION'S SEPTEMBER MEETING BILL FREY: TRAIN COLLECTORS ASSOCIATION — TERMINUS CHAPTER



ALAN MOLE, HEATHER GELMINI AND DAVID GELMINI ARE RECOGNIZED FOR THEIR OUTSTANDING VOLUNTEER EFFORTS DURING THE 2018 TRAIN SHOW



Bill explained how the Train Collectors Association (TCA) preserves an important segment of history—Tinplate Toy Trains—through research, establishment of collecting standards, education, community outreach and fellowship. He emphasized how the TCA, like the NMRA, makes efforts to promote the growth and enjoyment of the hobby.

He described some of the activities and publications of the TCA as well as the many resources available to collectors.

There were several discussions that identified areas of common interest among toy and model train enthusiasts.

Photos courtesy of James Bando and Jim Datka





PIEDMONT DIVISION'S SEPTEMBER MEETING

BRING-AND-BRAG: WESTERN AND ATLANTIC RAILROAD



Jim Hobbs describes his Western and Atlantic Railroad book, schedules and other information



Doug Alexander presents his Lionel Western and Atlantic Railroad model of *The General* and passenger coach he received as a child



Scott Chattfield highlights the differences on two Norfolk Southern locomotives. **See Raymond Stewart's expanded comments on the commemorative 9-1-1 version** in the following pages.

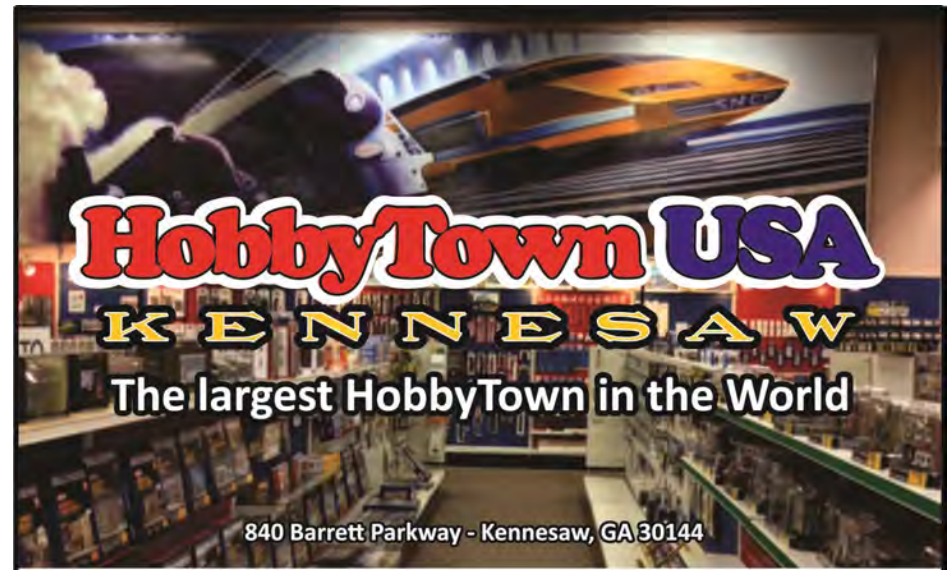


Photos courtesy of James Bando and Jim Datka

There was active bidding for the Zephyr DCC system generously donated by Digitrax



Howard Goodwin MMR and Peter Youngblood MMR at a break during the *Modeling with the Masters* seminar at the National Model Railroad Association's annual convention in Kansas City



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PLANNING FOR THE END OF THE LINE

BY JIM DATKA AND MIKE FLEMING

We Model Railroad Barons have made major investments in our rail empires, up to our own budget constraints and our significant other's tolerance. We have invested time and effort in keeping the trains running and the lines clear. But as the Prototype Railroad Barons of the 19th and 20th centuries have shown, we won't be around forever.

This article offers ideas on how to liquidate your rail empire after you are unable or not around to manage it. It focuses on what you can do now to make that transfer as easy and as painless as possible.

If you have raised a proper Model Railroad Baron Jr. who will take over the operation of your empire, you may not need to read further. But you may want to save it for their future consideration.

Know What You Own

The best thing you can do is prepare an inventory of your collection. The more you document now, the easier and more profitable it will be for you and your family. Remember that any sale or disposition of your layout is likely done during a time of grief and stress. You do not need to add to their burden by making the process complicated and frustrating.

An easy way to start is to narrate a video tour of your collection. All you need is a smart phone. Start with an over view of the layout, highlighting the trains and structures you most highly value and why. This is an opportunity to identify specific items you want to go to someone that will cherish and use it. Hearing you talk about the hobby you love can mean a lot to your loved ones. Be certain to thank them for their support and encouragement that made your collection possible.

You can do additional videos over time that identify and describe high value items, and provide useful how-to information on:

- Removing key structures and components
- Disconnecting your electronics
- Dismantling your layout
- Selling your collection.

Video is also a great way to show how to group individual items into logical lots for easier sale. Examples would include grouping passenger trains and stations, or a mine, tipples and open hopper cars.

Creating an actual inventory list is the best way to obtain maximum value for your collection. Start with a list of your locomotives and cars. For modern, mass produced plastic cars a simple entry such as "43 N-scale billboard reefers by Atlas and Micro Trains" may suffice. Spreadsheet templates are readily available online.

Include In Your Rolling Stock Inventory:

Manufacturer
Model number
Quantity
Purchase price
Description
Condition
Original box/packaging (Y/N)
Notes (e.g. - sound system added, wire grab irons added, weathered)

Listing the price you paid for high value items can be a reference point for your family, but with the clear understanding that is not what they will receive. It is left to you which—upon your passing—will have the biggest impact on your significant other: your online browser history or how much you paid for your trains.

After your fleet has been documented, start creating lists of kits, structures and infrastructure. The latter includes track, turnouts, switch motors and electronics. And don't forget books and memorabilia as these are marketable items as well. Your tools and supplies can also be recorded.

The more information you make available and useable, the better the pricing and quicker payment your family can expect.



Donating Your Layout and Collection

If the total value of your estate is significant, donating your collection to a model railroad club or other non-profit organization may be the best value to your beneficiaries. This can provide inheritance tax offsets equal to its full and fair market value, not just the wholesale price. Consult with an attorney or tax specialist to see if this option makes sense for you.

Several firms that offer purchases of entire collections have model railroad appraisers that can perform a valuation for a fee. The owners of local hobby shops may also be of assistance.

Railroad historical associations, train museums and other public entities may be interested in a detailed and fully functional layout. In addition to tax benefits, you also support the organization's mission while having the satisfaction of knowing your collection will be admired long after you can no longer enjoy it.

If this option makes financial sense for your estate, consider joining the historical society of your layout's home railroad. Being an active member can be an effective networking opportunity to determine what may be possible. It may also identify fellow hobbyists that would consider a private purchase.

Key Decision

If you decide that selling your collection is the best option, the next decision is whether to obtain the highest price possible through significant time and effort, or getting a lower price quickly and with little effort. This is a decision you should actively discuss and make together with your family. They need to understand the realistic prospects and pitfalls of the options they face.

(continued on next page)

PLANNING FOR THE END OF THE LINE

(CONTINUED)

High Price/High Effort Sales Options

Selling Items on eBay

Selling your items on eBay has the *potential* of providing you with the highest net price. You may get prices close to current market value or more, and total fees from eBay and PayPal are usually less than 15%. But note the qualifiers italicized above. Your sales prices depend completely on who is looking during your sales window. Reserves can limit your exposure but usually result in higher fees and slower sales.



This option also requires a lot of work on your part. You need to take photos, write descriptions, enter the items, correspond with bidders and then pack, label and ship the items. Then you may have to deal with complaints, tracking requests, damage claims and returns. A large collection can easily represent a full-time job for months on end. Is this a burden you want to place on your family?

If maximizing the amount paid to your survivors is the objective, this may be your best option. If so, you should assist them in describing and pricing key items and how to assemble lots that would attract buyers. Selecting a friend active in the hobby to review and assist in writing descriptions and answering bidder questions would add peace of mind.

Selling on Model Train Specific Auction Sites

There are a number of specialized websites catering to reselling model trains and memorabilia. Googling "model train auction sites" will generate pages of

dedicated websites as well as more generalized sites that feature a model train section.

In most cases this is a better option to eBay as it has an established audience of model train enthusiasts. Some offer terms superior to eBay, and some will even take receipt of your items and do all of the posting, selling and shipping for a higher fee. These sites are also an excellent way to estimate the market value of the items in your collection.

The services, fees, means of payment and even audiences of these sites can vary widely and will be confusing to non-train people. It is important for you to research and identify which site makes the most sense for your collection, and to provide sufficient direction to your family.

Online Consignment Sales

There are specialized model train websites that sell on consignment at fixed prices which avoids the possibility of a low bid winning an auction when there are too few people in the online marketplace. These are usually restricted to high value items such as brass locos or pre-/post-war trains.

The fee for this may be about 25%, and your family is not paid until the item is sold. When considering this option, look for firms that offer regular reporting on the status of your items and ask for references.

Train Shows

Selling the items in your collection through train shows puts the full sales price into your pocket. But the costs of table rentals, travel, lodging, and meals come from that same pocket. You set your own price, but must wait until someone shows up willing to pay that amount. And if there is no nearby train show next weekend, you have no sales.

Train shows also represent the greatest amount of effort, although it is confined to show dates. Expect to be on your feet for most of a 10-hour day. Then you have to label and price your items, pack them for travel, load into your vehicle, unload at the show, reload your vehicle and finally unload at home.

If you want to subsidize cross-country travel and enjoy chatting with train people from different backgrounds and interests, train shows might be the ticket. If so, consider a dedicated trailer that eliminates the need to move your collection in and out of your house with every trip.

Lower Price/Lower Effort Sales Options

There are several options available to sell most or all of your model train collection in a single transaction. Some of these buyers will pick-up or pay to ship to their location, but keep in mind that is factored into their offer price. As the buyer is assuming all risk and costs of the final sale of these items, the price to you is the wholesale cost which is generally 40-60% below the current retail market estimate. Note that is based on the current market price, not what you may have paid for it. Your decision is whether the convenience, speed of resolution and simplicity offered to your family is worth the discounted price.

(continued on next page)

PLANNING FOR THE END OF THE LINE

(CONTINUED)

If this is your choice, you can and should make many of the arrangements in advance. Contact several potential buyers and see which provides the level of service, convenience and pricing you expect. Ideally, establish a relationship with someone at your chosen buyer and make them knowledgeable about your collection and your wishes in advance. This can make the whole process simple and respectful for everyone.

Sell to Individual(s)

Perhaps one of your operations team loves your layout and trains and has no layout of their own. Maybe a division member wants to overhaul his or her layout and will need track, structures and rolling stock of your gauge and era.

Maybe it's a father and son team who ran in ad in your favorite train magazine. Finding someone to buy most or all of your collection is only limited by your ability to network.

If the future buyer is someone you know, you should set the terms and price, record it and make copies for yourself and the buyer. It is not unheard of to have a sympathetic acquaintance sweep in after a loss and make a cash offer that sounds good to your family but is far below what they should receive. If you make no other arrangements for the disposition of your collection, tell your family to contact a designated, trusted friend to review all offers.

Sell to Local/Regional Hobby Shop

Many hobby shops will consider purchasing entire layouts and resell through their store, at train shows or on the internet. Their price to you will be based on their expectation of what price they can expect, how long it may take to sell and their costs of holding and getting the product ready for sale. As with all resellers, they intend to make a profit on this purchase.

Providing an inventory list will make your collection more attractive because it provides solid information on which to estimate market value. Your inventory list can be given to several potential buyers to provide you with comparison quotes.

Sell to National Firm

There are several companies—notably Brasstrains.com and Trainz.com—who specialize in the purchase of model railroad estates. Both are most interested in large collections, especially those with brass locos and pre-/post-war collectible items. Both will consider any collection that will have a purchase price of at least \$1,000.

Depending on the collection, they may offer cash on receipt or will sell your items on consignment on eBay or a proprietary auction site. If it is put on consignment, your family will be paid as items sell, and will have a means to track the status of all items being sold.

These companies offer many services and may provide a crew to dismantle, pack and ship in their own vehicles. There is a strong emphasis on providing respect and support to your family at a challenging time. They encourage you to call them to discuss your collection and what you are looking to achieve.

Sell via Auction House

An auction house is most interested in high-end, in-demand items like brass models, mint or like-new pre-/post-war trains. Look for a company that specializes in toy and model trains, and offers internet bidding to increase the pool of potential buyers. Your family will not be paid until the items are auctioned and sold, which could take several months based on their scheduling.

If the value of your collection is high enough, they may pick up or arrange for packing and shipping. "Inexpensive" items will be sold in lots, reducing the price that could be expected from individual sales. Many will charge you 15-20% and may add an additional 15-20% to the buyer as a premium. This premium adds to the buyer's cost but is not included in calculating your share.

Hopefully this article has made you think about the future of your rail empire after you are unable or not around to run it. Perhaps you just see that its upkeep is more than you want to handle in the next several years. Regardless, there are simple steps that will provide your family with the best reward for all of your time, money and effort. For their sakes, start planning for the inevitable and take action today.

For Piedmont Division members: Mike has completed significant research in understanding the quirks and preferences of some of the local and national buyers of model train collections. The Piedmont Division cannot endorse any individual or group who buys and sells estates, but he is offering to share this knowledge to assist you in evaluating buyers. You can contact him at drmtf@yahoo.com or 770-436-5564.



References

Getz, Charlie. *Facing the Grim Reaper: Disposition of A Model Railroad Estate*

Besougloff, Neil. *Keeping your hobby hoard manageable*. Model Railroader, July 2017, p. 8.

Brasstrains.com
[Gizmo Trains](http://GizmoTrains.com)

Trainz.com
[Trainmaster](http://Trainmaster.com)

[Blue Ox Trains](http://BlueOxTrains.com)



FEATURED MEMBER LAYOUT: JOE GELMINI'S GREAT GEORGIA SOUTHERN RAILROAD



Tyler, Heather, David and Kathy Gelmini

On Saturday, April 28th, Joe's family gave the Piedmont Division a present in honor of Joe's birthday: A last glimpse at his incredible *Great Georgia Southern Railroad*.

A large group was in attendance to recognize someone who has left a lasting mark on our Division, the NMRA and the hobby at large. Many shared stories about how his expertise, support and humor influenced their love for model railroading.



Article and Photos by Jim Datka



FEATURED MEMBER LAYOUT: JOE GELMINI'S GREAT GEORGIA SOUTHERN RAILROAD



Joe's N-scale *Great Georgia Southern* is a freelanced operation imagined as a subsidiary of the *Southern Railroad*. It represents the mid-1950s through 1970s period and includes late steam engines as well as first- and second-generation diesel locomotives. In addition to *Southern* motive power, his proto-freelanced approach allows the use of other engines and equipment under the *GGs* livery. He scratch-built rolling stock unique to the *Southern*, including its 85-foot tobacco barn box cars and 100-ton wood chip hoppers.

The layout is point-to-point running from Atlanta to Mobile, with staging for the Atlanta yards in a separate room. It features many structures along the route that caught his eye, including scratch-built models of the Fayetteville courthouse and Jonesboro depot. Detailing is exquisite throughout.

The many industries along the line offer a wide assortment of interests, loads and switching opportunities. These include working steel and lumber mills, intermodal and marine terminals and iron pipe fabrication. Many smaller businesses are named in honor of children and grandchildren. Passenger terminals and depots provide further operational interest.





FEATURED MEMBER LAYOUT: JOE GELMINI'S GREAT GEORGIA SOUTHERN RAILROAD



This is perhaps the best layout designed for operations that I have seen. Yards and switching requirements are staggered around wide aisles, and the layout depth is kept under two feet for easy access.

Joe's expertise in operations design comes from a lifetime of railroad experience. He started as a brakeman and flagman working for the *Pennsylvania Railroad* in the 1960s. More than a decade of work for the *Southern* (and later *Norfolk Southern*) fostered his love for this railroad and the *Central of Georgia*.





FEATURED MEMBER LAYOUT: JOE GELMINI'S GREAT GEORGIA SOUTHERN RAILROAD



The *Great Georgia Southern* is a layout that draws the viewer into every scene. Many attending the open house would stand transfixed trying to take in all of the detail that brings it to life. Every industry is fully staffed and appears to be operating.

Joe's sense of humor is evident and scattered throughout his scenes. And not all of it is PG rated.

I want to personally thank the Gelmini family for the opportunity to enjoy Joe's marvelous layout and celebrate a life truly well-lived.





PIEDMONT DIVISION AT GOLDEN SPIKE MODEL TRAIN SHOW

SATURDAY, AUGUST 25, 2018



The Piedmont Division was well represented at this year's Golden Spike. The recruiting booth was well-staffed and there was a constant flow of traffic for most of the day. Several attendees left with membership applications and many locomotives were evaluated on the Division's multi-gauge test track.



Photos by Jim Datka



PIEDMONT DIVISION LAYOUT OPEN HOUSE DAN MANSFIELD'S O SCALE GEORGIA RAILROAD

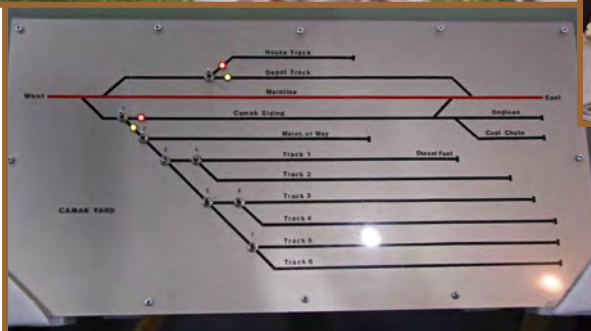


Dan's winding 2 rail O scale Georgia Railroad achieves a lot in a surprisingly small footprint. With 900 feet of track (over 8 scale miles) and 88 turnouts it provides lots of operating opportunities. It is cleverly designed so working any of the switching assignments puts the engineer in their own little world with out distractions from others working the line.

Set in 1952, his trains are managed by bulletins and verbal train orders from the dispatcher. Even at low volume, the sounds from the locomotives' sound decoders is impressive, You can almost feel the low frequency rumble. Trains operate via a Digitrax DCC system.



Photos and article by Jim Datka

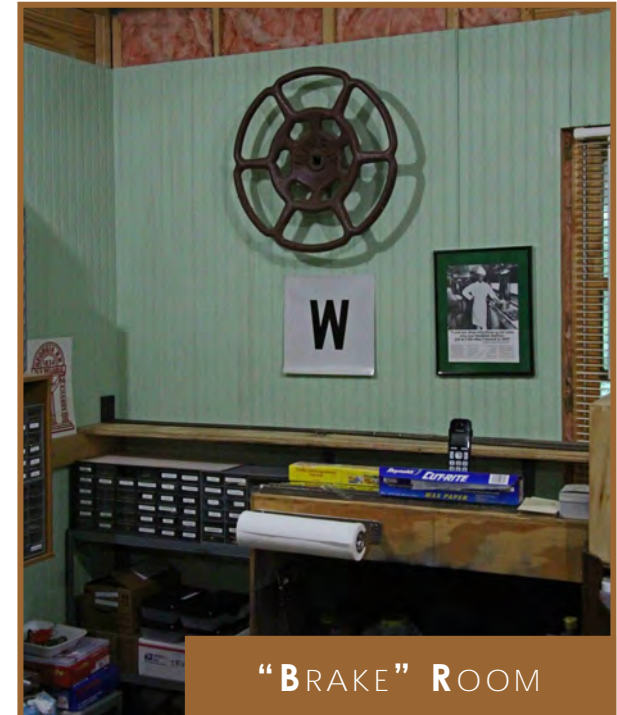




PIEDMONT DIVISION LAYOUT OPEN HOUSE DAN MANSFIELD'S O SCALE GEORGIA RAILROAD



The scratch-built Camak station is impressive, and according to the operators, is an amazing likeness to the prototype. Scenery is simple but very well executed and provides a great deal of realism while switching.



“BRAKE” ROOM



PIEDMONT DIVISION LAYOUT OPEN HOUSE DAN MANSFIELD'S O SCALE GEORGIA RAILROAD



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Dan Berman's Georgia Southern Railroad (HO)

Sunday November 18, 2018

1 PM – 5 PM

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Dan is making a special invitation for all to attend his layout open house during the Piedmont Pilgrimage. Georgia Southern was conceived as a bridge short line between SCL and SOU in Middle Georgia. Since there was no other connection in this area between these two Class I railroads, it is double track all the way!

The era is 1959-1965 with first generation diesel power, and at the discretion of the owner/operator, also 1969-1975 with a slight change of rolling stock.

GSRR has several large industries, Pine Mountain Coal Co., Lowenbrau Brewing, Dixon Lumber Co. and Middle Georgia Builder's Supply Co. There is a reserve army base that has tank training for NATO and a wood chip facility that ships via both rail and truck to the nearest paper mill. The six-track yard has a capacity of about 60 cars, a roundhouse, a derrick track, and a caboose track.

The DCC layout is 14' x 20' with 214 feet of mainline and is housed in a barn built for that purpose.

GSRR does have one steam excursion passenger train that strongly resembles the "Southern Crescent" from the late 1940s.



LAYING AND BALLASTING FLEX TRACK TRAIN 'N CAMP - SATURDAY, JUNE 30, 2018



Photos by Sally Bando

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S-COG Southern Crescent Operating Group
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OTHER CLUBS

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 Bob Hoenes 770 422-0081
 Meets the second Friday of each month at 7:30 PM at
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Georgia Association of Narrow Gaugers
www.groups.yahoo.com/group/georgiangaugers
GeorgiaNGers@yahoo.com
 Pat Turner 423 744-0429

Georgia Garden Railway Society
www.ggrs.info
 Ted Yarbrough
yarbrought@charter.net

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daniel@masonlawfirmga.com

Atlantic Coast S-Gaugers
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 Bob Lacheen Home: 770 578-9937 Cell: 404 431-8032

Boomers
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 John Rieken jrieken916@gmail.com
 Saturday mornings—email for specific dates

Jasper Roundhouse (All Scales)
 Jasper, GA
 Phil Stead trainman07@aol.com
 Meets weekly at a member's home

North Atlanta O-Gauge Railroad Club
 Roswell, GA
 Jeff Pergl 770 516-6378

Volunteer Garden RR Club
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