



PIEDMONT  DIVISION

TIMETABLE

VOLUME 23 NUMBER 2

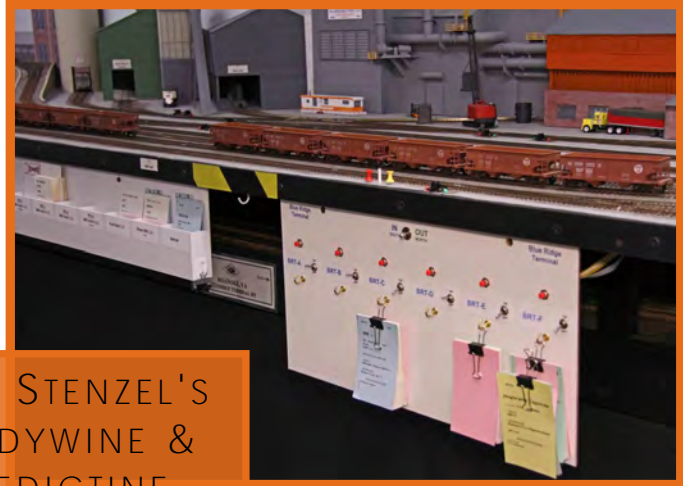
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PIEDMONT DIVISION SUPERINTENDENT'S REPORT—SPRING 2019

Spring is an exciting time in the Piedmont Division. We just finished our annual Model Train Show. Thank you if you attended, participated or volunteered. We had a successful show with many visitors attending for the first time. Many youngsters' eyes were mesmerized. I think many of us can remember the first time we saw model trains and got so excited. Well, we create that experience for so many young and old that may never get the chance if not for our show. That's part of what make model railroading FUN. Special thanks to David, Heather and Tyler Gelmini, Chris White, Gary Jarabek, Brian Sandberg, Perry Lamb and all the volunteers who dedicated many hours to the show. Your group of leaders really put on a fantastic show.

Special thanks to Chattahoochee Express Operating group for constructing the 2019 RAFFLE LAYOUT. The winner was MAHRIA CLARKE. She was very excited when I delivered to her home. She is looking forward to running trains with her grandson and family. I believe they will be having a birthday party where their friends will be operating the layout.

The winner of our train set giveaway was LARRY KUHN of Dallas, GA.

THANK YOU to everyone involved in making the show a success.

We are very fortunate to live in these times with all the great products available to us as modelers.



Photos by Walt Liles

Whether you are new to model railroading or a seasoned modeler, we get to benefit from all the exciting new models or technologies on the horizon. It still does not stop us from using our creativity and skills to model our railroads. It should enhance our ability to get a fully operational railroad going. For all of you, keep on modeling and learning. That's where I am going with this. The Piedmont Division is all about teaching, sharing and learning. Regardless of your age you can always learn something new or different that you may have not tried.

(continued on next page)

PIEDMONT DIVISION SUPERINTENDENT'S REPORT SPRING 2019

On January 8th MMR® #630 Al Churella presented the division with the history of two-foot narrow gauge railroading. He did a fine job and there was lots of interest in the topic for sure. January is never slow for us around the metro area.

January 12th, we hosted Model Railroading 101 at Hobby Town USA Kennesaw as a TRAIN N CAMP. We had about 12 people attend. This is a free class that we offer to folks every year as an intro or re-introduction to the hobby. It was taught by Howard Goodwin MMR, Perry Lamb and me. I would recommend this to all in our Division.

January 19th Howard Goodwin MMR and his volunteers set up the membership booth at the 56th ATLANTA MODEL TRAIN SHOW in Duluth. It was a very busy event. We were able to get 3 members signed up.

Jerry Michnewicz MMR hosted the monthly Layout Open House on January 20th. Mitch's New York Central is a well detailed HO layout with lots of stories. He is currently adding a peninsula which will enlarge the railroad. He has done a fine job lighting his railroad which really makes it special.

January 26th was the Scout Merit Badge Day for scouts to learn about model railroading. Howard and his counselors presented a very professional class to the scouts.



Photos by Walt Liles

On January 26th I attended the SER BOD meeting in Chattanooga, TN representing our Division. I also got to visit the layout being constructed in the former NMRA HQ basement. WOW! While in Chattanooga I got an invitation to visit Bill Orman's rail-

road. He has done a superb job building his layout. A big thanks to Bill Orman for having us over.

February 9th Perry Lamb and the UC&W was the layout open house for the month. Perry has been working hard to get more scenery completed. The railroad was operated by the members of the North Atlanta Rail Barons while visitors stopped by in the afternoon to look at this fine modern model railroad.

February 12th was our monthly division meeting. The evening highlight was presenting Dr. Albert Churella his MMR. Charlie Mason AP Chair presented his AP

Certificates and his #630 MMR plaque. Congratulation Al on this great achievement. Sally Bando, our Director of Operations, organized Stefan Bartelski to present a clinic on using a craft cutter device to make building sides or parts. He was able to do a live presentation.

On Saturday, February 16th we hosted the NMRA National BOD to a BBQ dinner at Perry Lamb's and then visited layouts in the area. Thanks to Peter Youngblood MMR for organizing this event. We shuttled the BOD from their hotel up to the NW metro area to see Al Churella's, Howard Goodwin's, Peter Youngblood's and Perry Lamb's model railroads. It was a lot of fun. Special thanks to extra operators at the houses and members getting the food and cleanup done. Great TEAMWORK!



On February 16th Charlie Mason MMR hosted at Blue Ox Trains in Roswell an Overview of the AP Program. This is something new that we are just starting. I understand we had a strong crowd of attendees.

On Tuesday March 12th Jackson McQuigg presented on the history of Civil War Locomotive "TEXAS." Great presentation with some really historic photos of the whole journey to get it back to its new home.

On March 30th Perry Lamb will host our second Train N Camp of 2019 working with Pan Pastel to weather rolling stock. Should be a great hands-on clinic.

March 31st Chris Haon will be hosting a layout open house with his great G Scale outdoor railroad. Hope many of you get by to see it on Sunday.

Keep on modeling and don't forget to check your wheel gauge and couplers height with your NMRA gauge. This will keep cars and locos from derailing. Allows so much more fun for operating trains.

Till Next Quarter,

—Walt Liles

Superintendent Piedmont Division



NUTHIN' BETTER THAN RUNNIN' TRAINS

Well, It's finally here: ~~pollen season~~ Spring! I can blame all my typos on watery eyes and throbbing sinuses.

The first quarter of 2019 marked a personal milestone: operating trains on real layouts! My previous experience has been limited to around Christmas trees and on dining room tables. Special thanks to Al Churella and Norm Stenzel. Hope I left your magnificent layouts much as I had found them.

As Walt says in his column, the most enjoyable part of volunteering at our TRAIN SHOW is to watch the wonder in children's eyes as they marvel at the trains running through the realistic landscapes. Even the most hyperactive child will stand motionless while they take in everything there is to see. At least for a few moments.

I also talked with several grandparents who recanted their personal experiences riding the rails and entering the vast cathedrals that once marked the beginning and end points of their journeys. One gentleman's eyes welled up as he described entering the old Pennsylvania Station in New York city as a child on his first train trip. Our modeling helps restore so much history that has been lost.

How many hobbies can claim to enchant the young and revive special memories for those whose childhood is long past? We are fortunate indeed.

—Jim Datka

Timetable Editor and Publisher jdatka@mindspring.com 770 772-1538

PS: Royal Bruce has made an excellent suggestion: next time you visit a local hobby shop be certain to wear a Piedmont Division shirt or hat. You will support both the shop and our Division just by being there!

Piedmont Division monthly meetings are held at:

Holy Innocents' Episcopal Church

805 Mt. Vernon Highway, Atlanta, GA 30327

Division meeting 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!



PIEDMONT DIVISION TIMETABLE VOLUME 23 NUMBER 2

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DEADLINE FOR THE QTR 3 2019 TIMETABLE:

Wednesday, June 12, 2019

Please send submissions to :

jdatka@mindspring.com



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OVERVIEW OF PIEDMONT DIVISION FINANCES FOR TWELVE MONTHS OF 2018

	January thru December 2018	Budget	Amount Over Budget
REVENUE			
Advertising Sales	4,454.00	6,100.00	(1,646.00)
Contributions	2,375.41	2,408.00	(32.59)
Event Fees	25,869.00	28,441.00	(2,572.00)
Raffle Sales	1,270.00	1,000.00	270.00
Sales of Product	316.00	400.00	(84.00)
Table Rental	16,249.00	16,200.00	49.00
White Elephant Sales	1,901.25	1,200.00	701.25
TOTAL REVENUE	52,434.66	56,749.00	(3,314.34)
TOTAL COST OF GOODS SOLD	- 976.71	- 650.00	-326.71
GROSS PROFIT	51,457.95	56,099.00	(3,641.05)
EXPENSE			
Accounting & Legal Fees	600.00	791.29	(191.29)
Advertising & Marketing	5,785.08	9,813.00	(4,027.92)
AudiVisual Equipment	172.91		172.91
Bank Charges	730.14	500.00	230.14
Booth Expense	61.48		61.48
Total Entertainment	518.32	1,300.00	781.68
Facility Rental	17,137.50	18,600.00	(1,462.50)
Furniture Rental	4,788.33	4,700.00	88.33
Good & Welfare		100.00	(100.00)
Insurance	165.00	165.00	
Layout Cost	1,250.00	1,150.00	100.00
Total Membership Drive	66.00	200.00	(135.00)
Office Supplies	498.05	680.00	(181.95)
Operating Supplies	862.58	1,675.00	(812.42)
Plaques & Awards	1284.12	700.00	584.12
P.O. Box Rental	252.00	250.00	2.00
Postage	3,486.48	4,300.00	(813.52)
Program Food & Beverages		500.00	(500.00)
Publishing	5,757.71	8,262.00	(2,504.29)
Software & Internet	264.99	500.00	(235.01)
Taxes & Licenses	30.00	30.00	
Total Travel	634.19	1,000.00	(365.81)
TOTAL EXPENSE	44,343.88	55,216.29	(10,872.41)
NET OPERATING REVENUE	7,114.07	(117.29)	7231.36

Monthly Financial Reports are presented to the Board of Directors.

PIEDMONT DIVISION TRAIN N' CAMP

MODELING TREES

Saturday, June 29th
1 PM to 4 PM

Covenant Presbyterian Church
2881 Canton Rd
Marietta, GA 30066

This hands on Camp will instruct students in the fine art of foreground tree building.

This clinic will follow the format utilized in the very successful *MODELING WITH THE MASTERS* classes taught at NMRA National Conventions and will be a great opportunity to experience this type of class without having to attend a National Convention (although you may want to after this class!!!).

There will be a mix of tools that the students will need to provide, but materials will be furnished.

Registration for this class is limited to 10 participants and advanced registration is required. There is a nominal charge of \$15.00 to cover the cost of materials and location.

To register email Perry at Perry_Lamb@mindspring.com



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Photos courtesy of
Walt Liles



TUESDAY, APRIL 9, 2019

6 PM BOD; 7-9 PM Piedmont Division Mtg

SEMIANNUAL MODEL AND PHOTO CONTEST

CLINICIAN: JOHN STEVENS TITLE: *Harvey Houses*

John will present some of the Hotels and Restaurants built by Fred Harvey along the Atchison, Topeka, & Santa Fe Railroad during the late 1800's and early 1900's. We will raffle a copy of "The Harvey House Cookbook" .

BRING & BRAG: Bring your favorite Harvey House related items or whatever you have been working on and want to share.

SATURDAY, APRIL 13, 2019

10 AM to 3 PM

LAYOUT OPEN HOUSE: FREDDY SMITH GEORGIA POULTRY LABORATORY NETWORK (GPLN) HO SCALE INDUSTRIAL DIORAMA

The Georgia Poultry Diorama was created to educate about the poultry and allied industries. Two railroads are represented in HO gauge, CSX and Norfolk Southern, on 9 ft by 36 ft layout that shows the typical country and town environment surrounding poultry, and the commercialization and exports of poultry and poultry products. 3235 Abit Massey Way, Gainesville, GA 30501

SATURDAY, APRIL 27, 2019

All Day

BOY SCOUTS OF AMERICA

CHAIRPERSON: HOWARD GOODWIN

Spring 2018 BSA Railroading Merit Badge Clinic at Southeastern Railway Museum, 3595 Buford Hwy, Duluth, GA 30096

TUESDAY, MAY 14, 2019

6 PM BOD; 7-9 PM Piedmont Division Mtg

DIORAMA CONTEST-WEATHERING ROLLING STOCK

This contest is for dioramas that showcase weathered rolling stock and can be in any gauge. Winners to be decided by popular vote.

CLINICIAN: LEE DUNN TITLE: *Out of Bankruptcy: John Fletcher Hanson and the Re-birth of the Central of Georgia Railway*

Lee will be telling the story of this fascinating railway president and how his life and accomplishments inspired her husband's HO gauge model railway. She has generously donated a copy of the book "Cracking of the Solid South" for our raffle

BRING & BRAG: Bring your favorite Central of Georgia Railroad Engines, or whatever you have been working on and want to share.

SUNDAY, MAY 19, 2019

1 PM to 5 PM

LAYOUT OPEN HOUSE: ALAN MOLE THE MOLE VALLEY RAILROAD is a freelanced transi-

tion era On30 layout in a 32 ft by 14 ft area. The Mole Valley enjoys various industries such as mining, oil exploration, fishing, agriculture, wine, and the Molehaven Cooperative for agricultural and fishing produce. Exquisitely detailed with impressive water front scenes throughout. Contact Sally Bando at sbandogeorgia@comcast.net for details.

THURSDAY, MAY 30 through SUNDAY, JUNE 2, 2019

SOUTHEAST REGION CONVENTION - CHOO CHOO CITY RAILS

Doubletree by Hilton Chattanooga, TN at 407 Chestnut Street, Chattanooga, Tennessee, 37402 For details go to www.choochoocityrails.org

TUESDAY, JUNE 11, 2019

6 PM BOD; 7-9 PM Piedmont Division Mtg

CLINICIAN: : Gerry Leone MMR®

TITLE: *The Bona Vista Railroad*

Gerry will be presenting his well-known HO scale Bona Vista Railroad plus some humorous anecdotes of what he does for *Model Railroader* magazine. You can be sure he'll make us laugh! Gerry has authored over 60 articles for the hobby press, and his Bona Vista Railroad has appeared in *Great Model Railroads 2008* and *2015*. He is a Contributing Editor for *Model Railroader* magazine's *Model Railroader Video Plus* subscription streaming service, and has his own monthly show, "Off the Rails" that talks about tips, tricks, tools, and techniques of the hobby.

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

SATURDAY, JUNE 15, 2019

10 AM to 2 PM

LAYOUT OPEN HOUSE: JOHN KANNAWORF "ROUTE OF THE EAGLES" depicts the Missouri Pacific Railroad in the early 1980's prior to the merger with Union Pacific Railroad. The railroad is a freelanced depiction of Mopac's White River route through the Southwest Missouri/Northwest Arkansas Ozarks.

Contact Sally Bando at sbandogeorgia@comcast.net for details.

SATURDAY, JUNE 29, 2019

1 PM to 4 PM

TRAIN N CAMP - TREES

CHAIRPERSON: PERRY LAMB

This hands on Camp will instruct students in the fine art of foreground tree building. Registration is required and is limited to 10 people. There will be a mix of tools that the students will need to provide but materials will be furnished. There will be a nominal charge of \$15.00 to cover the cost of materials and location. Covenant Presbyterian Church, 2881 Canton Road, Marietta 30066
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[2018 Schedule](#)

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PIEDMONT DIVISION'S JANUARY MEETING

ALBERT CHURELLA: *TWO FOOT NARROW GAUGE*



Al provided an entertaining history of this extreme narrow gauge railroading that was built in the U.S., Great Britain and elsewhere. He described the industries and applications where it was used, and showed several still in use as tourist rides.

Al's passion for railroad history is demonstrated by his book, *The Pennsylvania Railroad, Volume 1: Building an Empire, 1846-1917* (University of Pennsylvania Press) He is a professor at Kennesaw State University and focuses on transportation history and transportation policy, with particular emphasis on the relationship between the railroads and the regulatory state.

Al generously donated a copy of his book for our drawing.

Of special interest was his own On2 layout—*SANDY RIVER & RANGELEY LAKES RAILROAD*—that is based on a prototype that operated in Maine in the late 1800s. Al would show photos of the actual structures and equipment in use at that time, and then the recreations that are part of his layout.

He described the many challenges of modeling in On2 gauge and gave hints on how best to approach them.

I was very fortunate to operate on this railroad when the NMRA Board had it's Winter Meeting® in Atlanta. I was so mesmerized while operating at the far end of the layout that I did not notice that everyone else had left.

Al's layout is an immersive journey to a specific time and place in railroad history. Every detail provides you insight in to what life was like and how things got done back then.

It's almost like a history professor designed it.



JOHN STEVENS WAS THE LUCKY WINNER OF THE DRAWING FOR AL CHURELLA'S BOOK *THE PENNSYLVANIA RAILROAD, VOLUME 1: BUILDING AN EMPIRE, 1846-1917*



Photos courtesy of James Bando



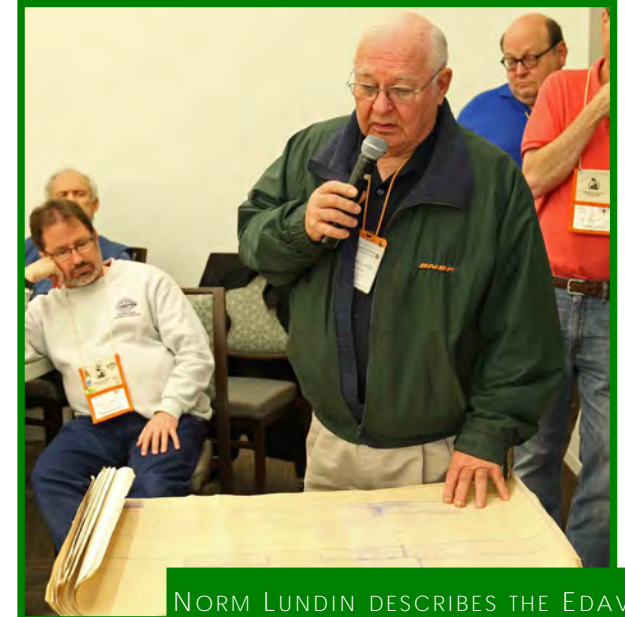
PIEDMONT DIVISION'S JANUARY MEETING BRING-AND-BRAG: PENNSYLVANIA RAILROAD



DON OLTMAN PRESENTS HIS PENNSYLVANIA RR CABOOSE



DOUG ALEXANDER DESCRIBES HIS PENNSYLVANIA RR GG-1 ELECTRIC LOCOMOTIVE



NORM LUNDIN DESCRIBES THE EDVILLE RR STATION BLUEPRINTS HE WORKED ON IN CARVER, MA



JIM HOBBS BROUGHT HIS PENNSYLVANIA RR 4-6-2 LOCOMOTIVE

TIM LAMBERT SHOWS HIS PENNSYLVANIA RR A-B-A LOCO SET IN A BASEBALL BAT DISPLAY CASE, AND SOME OF HIS TIME-TABLES AND BOOKS



JIM DATKA WAS THE VERY, VERY LUCKY WINNER OF THE DRAWING FOR THE ROBERT WEST PRINT MOST GENEROUSLY DONATED BY JOSEPH NICHOLS SR MMR®



Photos courtesy of James Bando



PIEDMONT DIVISION'S JANUARY MEETING 2018 MEMBER AWARDS



THE FOLLOWING RECEIVED OUTSTANDING SERVICE AWARDS FOR THEIR WORK AS DIVISION DIRECTORS



MIKE CUMMINGS



DR. MICHAEL FLEMING



HOWARD GOODWIN MMR®



PERRY LAMB



JIM TRAVIS

THE FOLLOWING RECEIVED CONDUCTOR AWARDS FOR
THEIR WORK FOR THE DIVISION



CHUCK & MARY ANN
HOESCH



MIKE CUMMINGS



DIANE MARTIN RECEIVES A
BRAKEMAN AWARD FOR HER
WORK FOR THE DIVISION

Photos courtesy of James Bando



PIEDMONT DIVISION'S FEBRUARY MEETING

STEFAN BARTELSKI: *DIE CUTTING USING CRAFT CUTTERS*



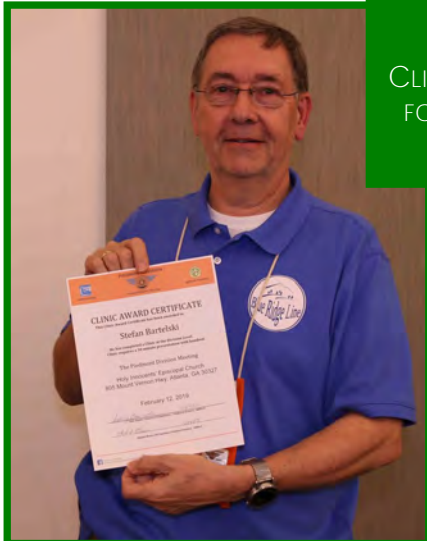
Stefan demonstrated how craft cutters such as Cricut and Silhouette can simply and easily be used to produce custom pieces in thin styrene, card stock and light wood sheets. Simple to use software permits design flexibility and provides cutting instructions for the device.

While this is ideal for signage, cutting multiple pieces can be stacked for 3D effects and to produce small component parts. For example, on smaller gauges this could be used to produce 3D window frames for clear styrene sheets. (see the AP Overview article as to why that is important!) It could easily replace intricate manual cutting situations in many modeling projects.

This a very versatile and affordable tool that has many applications in model railroading.

MEMBERS OF THE CHEROKEE DIVISION ATTENDED THE MEETING TO PROMOTE THE 2019 SER CONVENTION—*CHOO CHOO CITY RAILS*—IN CHATTANOOGA, TN FROM THURSDAY, MAY 30 THROUGH SUNDAY, JUNE 2

Complete your registration TODAY!



STEFAN RECEIVED HIS CLINIC AWARD CERTIFICATE FOR HIS VERY INTERESTING PRESENTATION



ROY MASTERSON



BRIAN FORD



MARK McALESTER



PIEDMONT DIVISION BOARD MEETING

Photos courtesy of James Bando



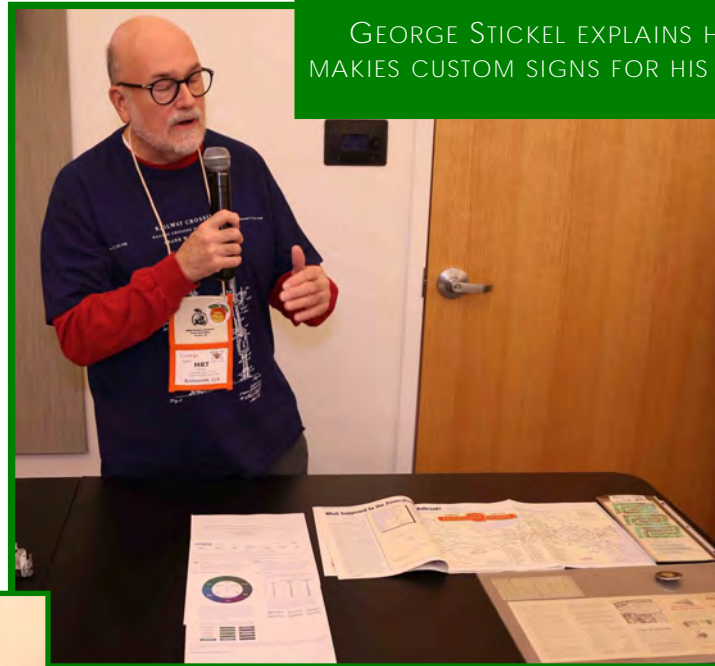
PIEDMONT DIVISION'S FEBRUARY MEETING BRING-AND-BRAG



MIKE FLEMING DISCUSSES
HIS BILLBOARD REEFERS



GEORGE STICKEL EXPLAINS HOW HE
MAKIES CUSTOM SIGNS FOR HIS RAILROAD



PAUL SCHENK SHOWS A TUNNEL
PORTAL PRODUCED ON HIS BROTHER'S
3-D PRINTER

MARTIN GULDNER DESCRIBES HIS
COLLECTION OF PENNSYLVANIA RR
ROUTE MAPS & TIMETABLES



Photos courtesy of James Bando





PIEDMONT DIVISION'S FEBRUARY MEETING AWARDS



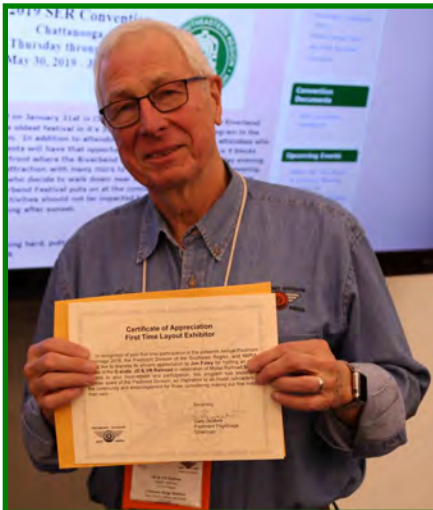
GARY JARABEK AWARDS CERTIFICATES TO FIRST TIME PIEDMONT PILGRIMAGE PARTICIPANTS



PETER & LORI THOMAS



RUSS BUNDY



JIM FOLEY



JOHN BACON

Photos courtesy of James Bando



ALBERT CHURELLA MASTER MODEL RAILROADER® No. 630

AL COMPLETED THE REQUIREMENTS FOR HIS MMR® BY EARNING CERTIFICATES FOR:

- MASTER BUILDER—CARS
- MASTER BUILDER—STRUCTURES
- MASTER BUILDER—SCENERY
- MASTER BUILDER—PROTOTYPE MODELER
- MASTER RAILROAD ENGINEER—CIVIL
- MASTER RAILROAD ENGINEER—ELECTRICAL
- MODEL RAILROAD AUTHOR
- GOLDEN SPIKE



PIEDMONT DIVISION'S MARCH MEETING JACKSON MCQUIGG: MOVING THE LOCOMOTIVE TEXAS

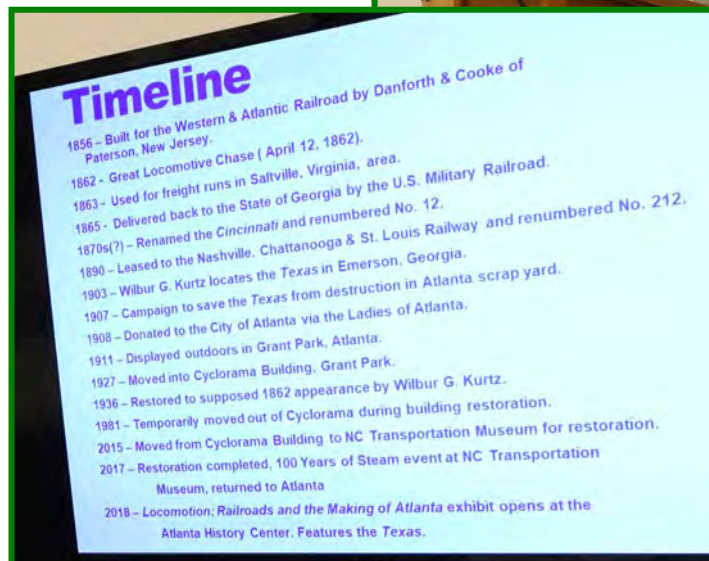


Jackson McQuigg is the Vice President of Properties at the Atlanta History Center and oversaw the restoration, moving and display of The Western & Atlantic Railroad #49 *TEXAS* 4-4-0 steam locomotive. Built in 1856 by Danforth, Cooke & Co., the *TEXAS* is famous for being the principal pursuit engine in the legendary Great Locomotive Chase. The *TEXAS* was used by Confederate soldiers to recapture *THE GENERAL* which was commandeered by Union forces in 1862.

Jackson recounted the debate over how to reconstruct and to what time frame. He quoted a British engine restorer who said any working steam engine is just an assembly of spare parts. He backed this up by providing a list of the major components and the various decades each represents.

Transporting *TEXAS* to the History Center was a huge challenge. Once the engine and tender were finally loaded on to flat bed semi-trailers, routes had to be changed as they drove from the North Carolina Transportation Museum. Fortunately Jackson and the Atlanta History Center were as determined as those Confederate soldiers who set out in pursuit of *THE GENERAL*.

Photos courtesy of
James Bando



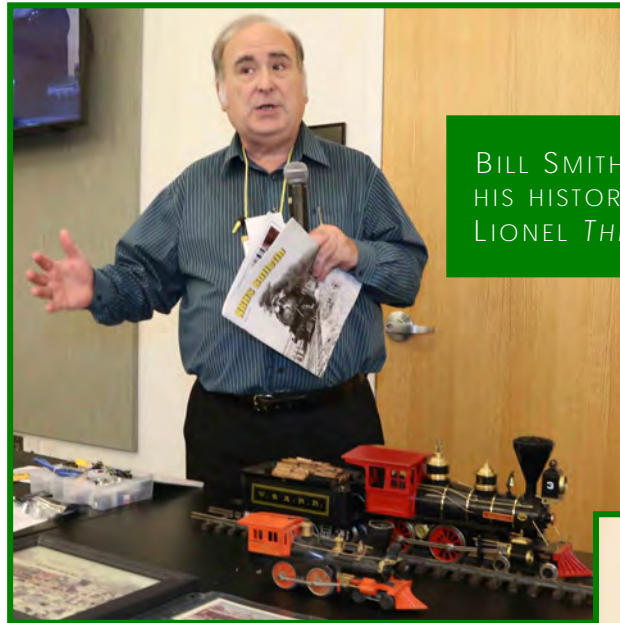
PIEDMONT DIVISION BOARD
MEETING



PIEDMONT DIVISION'S MARCH MEETING AWARDS AND BRING-AND-BRAG: *THE TEXAS*



JIM HOBBS PRESENTS AN HISTORIC
WESTERN & ATLANTIC RAILROAD
TIMETABLE TO THE ATLANTA HISTORY
CENTER



BILL SMITH DESCRIBES
HIS HISTORY WITH HIS
LIONEL THE GENERAL

JAY WAGNER EARNS HIS
GOLDEN SPIKE AWARD



JACK SPANGLER SHARES HIS
PERSONAL PHOTO OF
THE GENERAL AS IT PASSED
THROUGH BIG SHANTY, GA
ON APRIL 14, 1962



RUSS BUNDY SHOWS HIS
GORGEOUS G GAUGE OF
THE GENERAL

Photos courtesy of
James Bando



GETTING WIRED

WITH TOM GORDON

MAKE YOUR OWN CUSTOM PLUGS AND SOCKETS WITH DUPONT PLUGS

Sometimes it would be nice to have custom plugs for low voltage applications like signals, building lights and other purposes. Some folks use telephone plugs, but I like to use DuPont connectors. This is likely because these connectors are cheap, easy to make and plug directly into Arduinos and other commercially available electronic modules. The pins/plugs end up 0.10" (2.54mm) apart, which allows for some really small connectors.

My favorite application for these plugs is for signal masts, where I build a plug attached to the mast wires and slip the plug through a just large enough hole in the layout where a socket waits to electrify the signal. (OK, for a multi head signal, sometimes I use 2 smaller plugs to keep the hole size down.) Yes, you could use DIP sockets for this, but for my aging eyes and fat fingers, those are too small. If a signal head breaks, I can unplug it, work the signal loose from the layout, and replace it. Sure a minor amount of scenery is messed up (just ballast), and that only takes a minute or two to fix.

So, what is needed to do this?

As always – good crimpers – more on that later.

Dupont Plug Bodies (works for both male and female types) – Figure 1 shows a 3-pin and an 8-pin plug body. They are available in all sorts of combinations, some with two rows.

Note that the pins and sockets have crimp tabs where small wire can be attached and secured.

With these ingredients, you can

custom make any type of plug you wish. The components are available on eBay, Amazon and robotics web sites like Pololu. I have found the pins and sockets available at Pololu are of better quality than those on eBay, but everyone's mileage can vary.

In my opinion, the crimpers are the most important ingredient for making plugs. With those you can crimp all sorts of electrical goodies and keep your circuits reliable. I use the IWISS DuPont Professional Pin Compression Ratcheting Modular Crimping Tool for #28-18 wire (\$23 from Amazon). Their use does take a bit of practice, but after a while, you'll be able to crimp a pin onto a piece of wire far faster than it can be soldered.

The steps to create a plug or socket are simple. I'll use a signal head for an example.

- 1) Straighten the wires coming out of the signal mast tube.
- 2) Test them to see what each does, and mark them (I use sharpies for marking and a pad of paper for notes.)
- 3) Strip about one eighth of an inch of the insulation off the wire end.
- 4) Place the pin (or socket) to be used into the crimper, and snug the jaws to hold the pin still. Make sure you aren't about to crush the square block on the pin/socket as that keeps the pin in the header after insertion. You only crimp the top third of the pin/socket.
- 5) Slide the wire into the housing, observing where the conductors go to make sure they will be crimped (along with some insulation for

strength.) Be prepared to waste a few pins and sockets when you first try this out, and even after perfecting use of the crimper, I waste about 10% of the pins. The pins/sockets are inexpensive.

- 6) Crimp the pin/socket.
- 7) Check for mechanical soundness, and make sure the conductors are securely crimped with tabs.
- 8) Slip the pin/plug into the Dupont header until you hear it click. (yes, you can remove it with a bit of effort and a small screwdriver)

That's it.

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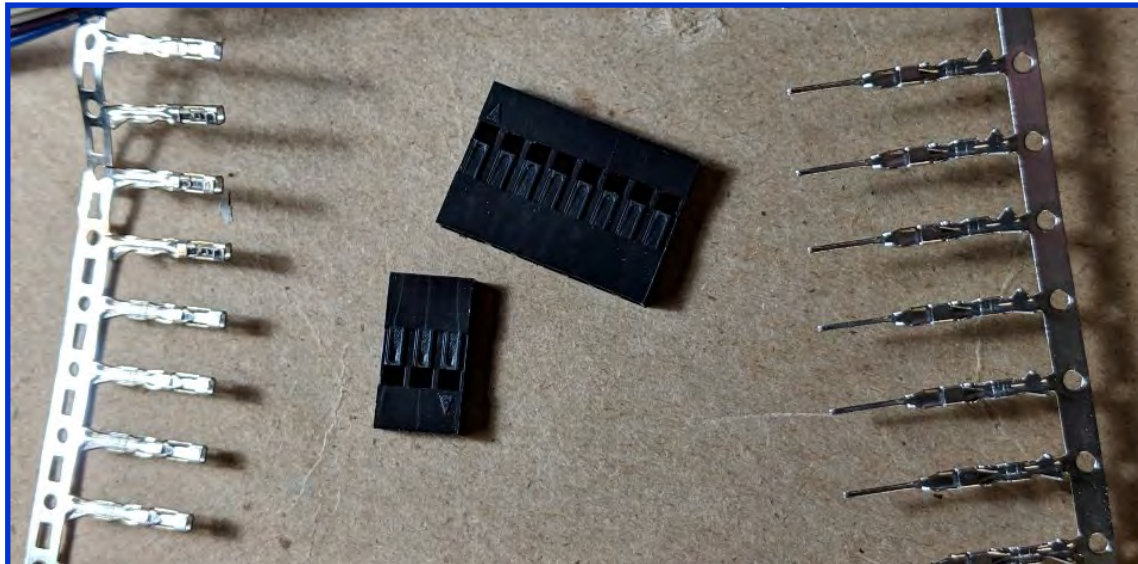


Figure 1: Pins Sockets and DuPont Plug Bodies (headers)
Dupont Pins (on the right) Dupont Sockets (on the left)



GETTING WIRED

WITH TOM GORDON

(continued from previous page)

Figure 2 shows a plug partially assembled for a 3/2 block signal. The wire color is something that you will need to document for future reference....and yes, you can mix and match pins/sockets to make sure polarity is maintained.

Now if your conductors are not really crimped well a very tiny bit of solder may solve the issue. This is also useful if you are using tiny varnished magnet wire where it is impossible to strip the insulation. Crimping such small wire is difficult but can be handy in certain situations.

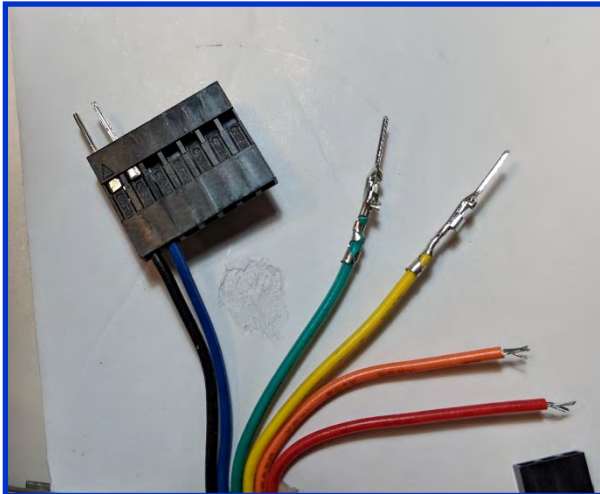


Figure 2: Partially assembled 7 pin Plug

If the pin/plug doesn't fit well into the header, make sure you didn't deform it while crimping, and fix the situation with some small pliers. Also check the top of the crimp (where the insulation is on the wire) to make sure it will slip into the header easily.

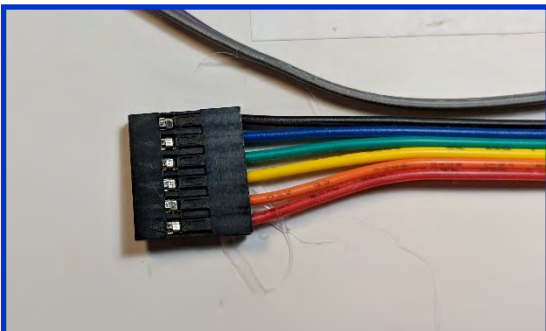


Figure 3: Commercially made 6 pin socket

Building your own connectors takes a bit of practice, but by using these components, you can create all your low voltage electrical connections at the workbench, saving many back-straining hours under the layout. There is one more benefit: If you ever disassemble your layout, you can easily save and reuse your signals with minimal effort.

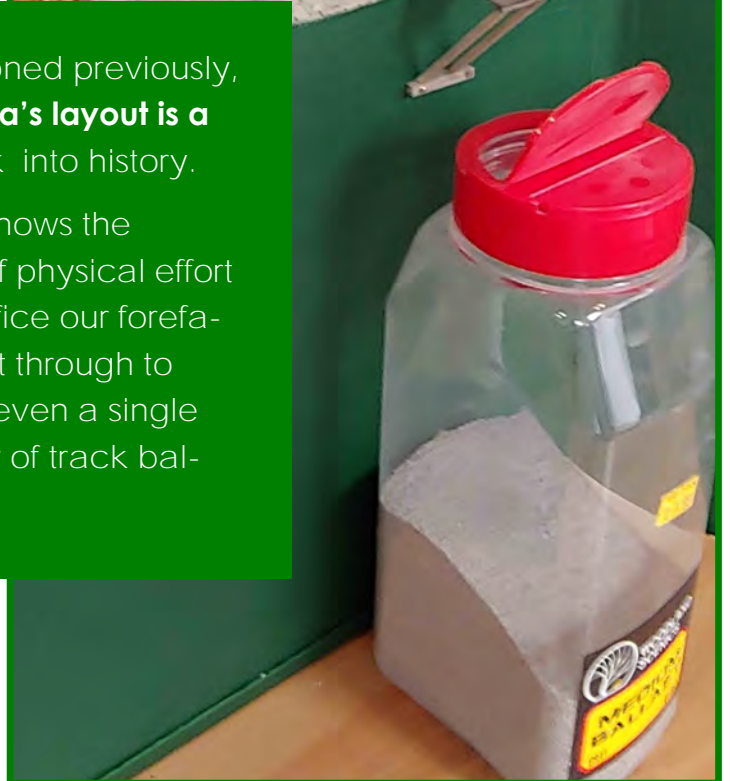
Happy plug making!

LIVING HISTORY



As mentioned previously, **Al Churella's layout is a step back** into history.

Here he shows the amount of physical effort and sacrifice our forefathers went through to produce even a single shaker jar of track ballast.



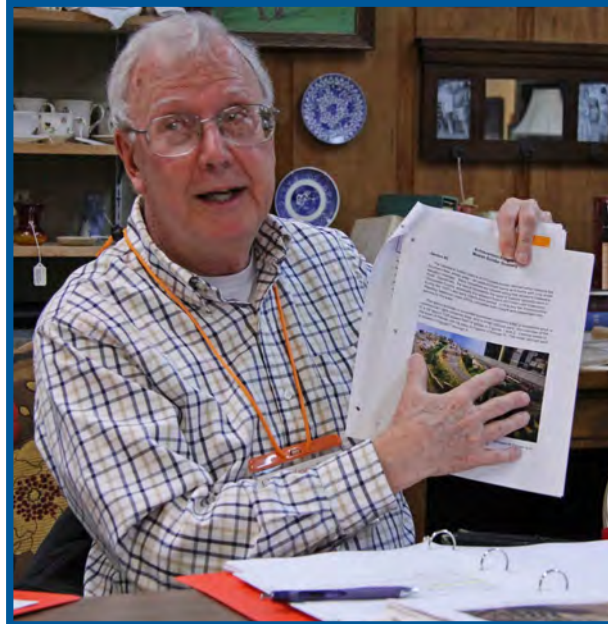


On Saturday, February 16, 2019, Charlie Mason MMR® presented the first of several Piedmont Division AP Clinics. Blue Ox Trains generously provided space for this seminar. This session was an overview of the overall AP program. Follow-up clinics will examine in greater detail the specific categories that make up the Achievement Program .

The purpose of the Achievement Program is to provide incentive to learn and master the crafts and skills necessary in model railroading.

The program groups these skills into four major categories:

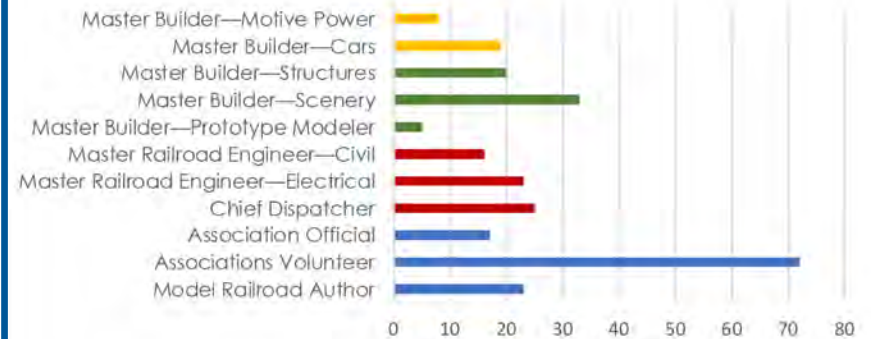
- Model Railroad Equipment
- Settings
- Engineering and Operation
- Service to the Hobby.



Want to find a mentor to help improve your skills and answer your questions? The Piedmont Division website includes information on what Certificates member have earned:

1. Go to WWW.PIEDMONT-DIV.ORG
2. Place cursor on EDUCATION
3. From the drop-down menu click on ACHIEVEMENT PROGRAM
4. Below the photo you will find a link [Piedmont_AP_List_\(date\).xlsx](#) which will download a spreadsheet showing which members have earned Certificates.

CERTIFICATES EARNED BY PIEDMONT DIVISION MEMBERS



CERTIFICATES INCLUDED IN THE ACHIEVEMENT PROGRAM

MODEL RAILROAD EQUIPMENT

- MASTER BUILDER—MOTIVE POWER
- MASTER BUILDER—CARS

SETTINGS

- MASTER BUILDER—STRUCTURES
- MASTER BUILDER—SCENERY
- MASTER BUILDER—PROTOTYPE MODELER

ENGINEERING AND OPERATION

- MASTER RAILROAD ENGINEER—CIVIL
- MASTER RAILROAD ENGINEER—ELECTRICAL
- CHIEF DISPATCHER

SERVICE TO THE HOBBY

- ASSOCIATION OFFICIAL
- ASSOCIATION VOLUNTEER
- MODEL RAILROAD AUTHOR

These categories are then divided into eleven separate Certificate programs.

Earning the distinction of MASTER MODEL RAILROADER® requires attaining seven Certificates with at least one in each of the four categories.

The NMRA website specifies the requirements for each Certificate and provides all the necessary forms. It also includes helpful articles on how to achieve the requirements:

1. Go to WWW.NMRA.ORG
2. Place cursor on EDUCATION
3. From the drop-down menu select ACHIEVEMENT PROGRAM
4. Click on CATEGORIES
5. Select the desired Category

Certificate Program Handbook

The eight attendees received a binder that described the requirements of each certificate program with the exception of the Association Official which is limited to elected positions at the Division, Region and National levels.

Each program is described in detail as to the requirement to earn a Master Certificate. Specific exceptions and evaluating criteria provide a clear understanding of how to successfully approach your work. Information was well organized, thorough and very easy to understand. Samples of completed paperwork explain what is necessary and includes examples of judging forms showing how your efforts are measured.

In addition to the printed material, Charlie shared the binders he organized and used to attain his MMR. In many cases he brought models to elaborate on specific points and show how to present them for judging.

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Charlie went into detail for several of the more popular certificate programs:

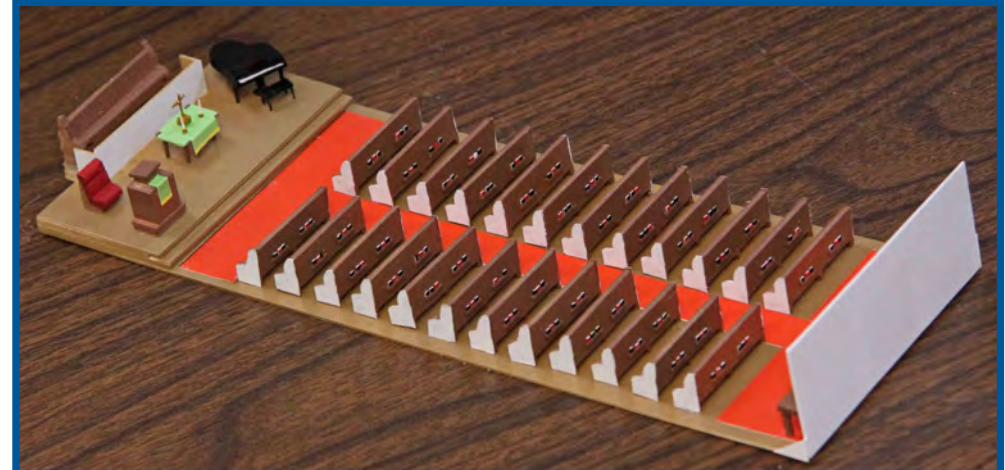
Master Builder Certificates

We discussed the key factors judges are looking for in scratch-built model cars, structures and scenery. Just as important, specific exceptions were highlighted. An example is that each and every commercially manufactured window used is included in determining the percent of scratch-built components, but nut/bolt/washer details are only counted once, not every occurrence.

For scenery, a specific portion of a layout can be designated for judging. It does not have to be the entire layout, meaning it can be under construction and not be complete.



A simple and straight-forward structure that is 100% scratch-built, with accurate **dimensional lumber rafters installed on 16" centers just like on a prototype**



Commercial pews are available but using cut pieces of profiled strips made everything inside this church scratch-built, down to the pedals on the piano!

(continued on next page)



Excellent example of the detail required in the car's underbody devices and piping to attain maximum points in judging

Model Railroad Engineer Certificates

As with scenery, only a portion of a track layout can be designated for documentation and evaluation. But unlike Master Builder Certificates, most of the Civil requirement are based on function, not judged for aesthetics. Does a switch operate properly? If so, it passes.

Charlie brought in his models of hand laid track. These short models can be submitted instead being of a part of your layout. This is especially valuable to modelers in smaller scale such as my N gauge equipment. HO or even larger scales can be used in a small model for achieving the scratch-built requirements of these certificates.



A jig Charlie made to assist in hand laying track



Judging Criteria

The final section of the handbook covered how models and layouts are judged. Specific NMRA Guidelines for each of the judged certificates are included along with matrices that determine how points are awarded. In most cases, the degree of difficulty is on one axis, and the quality and workmanship on the other.

The NMRA judging is designed so that different judges using identical criteria will rate any given model in a similar manner and assign a similar score.

The seminar was very informative and inspiring. Achieving Master Model Railroader is a realistic goal for most members. Thanks to Charlie for a great presentation.

—Jim Datka



FEATURED MEMBER LAYOUT: NORM STENZEL'S *BRANDYWINE & BENEDICTINE RAILROAD*

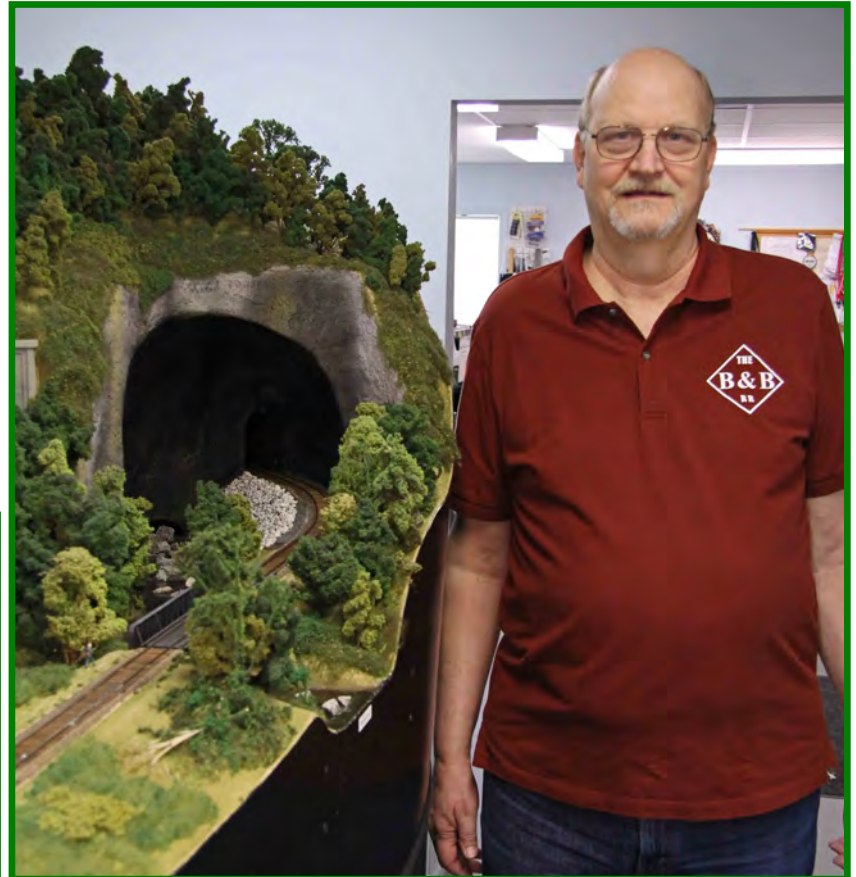


The HO gauge *BRANDYWINE & BENEDICTINE RAILROAD* is a proto-freelanced railroad operating in the mountains of Virginia and West Virginia on May 10, 1953. This transition period road features both steam and early diesel locomotives, all equipped with sound and lighting.

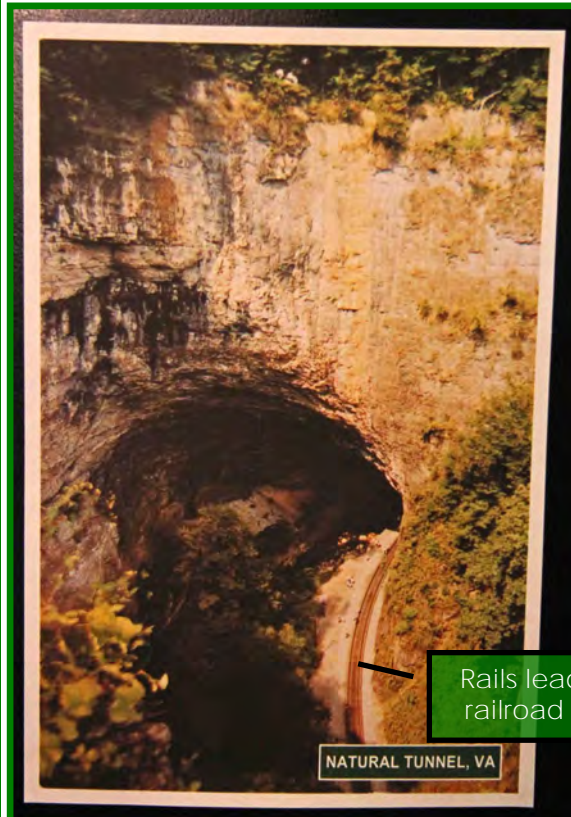
Norm began the conceptual design in the pre-Internet days by researching topographic maps of the area. "I quickly learned that the terrain made it difficult if not impossible for railroads to exist in this area" explained Norm. None the less, the natural beauty of the region inspired him to move forward.

One prototypical feature Norm included is a natural tunnel that was exploited by the railroad. "The actual through tunnel is hour glass shaped and too narrow for a train. Instead the railroad dug an adjoining tunnel for their trains." On a site visit, Norm convinced a park ranger to let him enter the natural tunnel. "I don't think he was supposed to let me do that," added Norm.

(continued on next page)



NORM STENZEL—OWNER AND OPERATOR OF THE
BRANDYWINE & BENEDICTINE RAILROAD



Rails leading to
railroad tunnel



Tunnel dug by railroad

Entrance to natural tunnel

Article and Photos by
Jim Datka



FEATURED MEMBER LAYOUT: NORM STENZEL'S *BRANDYWINE & BENEDICTINE RAILROAD*



Norm designed and built his layout for serious operations. It features more than 1000 feet of mainline and over 250 switches—all hand laid. An additional 2000 feet of commercial track is in several hidden staging areas. Monitors at the access points to staging let operators know what is going on behind the scenes. An operating sessions can easily accommodate 12 or more people.



The Dispatcher has complete CTC control over the main line and staging using a large monitor. A single click will route trains and update signals to control train movements. The operating signals are the primary means of communication on the B&B. Additional communications is via a party line phone system. The schedule runs on a 3-times fast clock.

Engineers receive a packet of cards providing information on their locomotive and their cars. The locomotive card provides operating power capabilities and features available on the

Train Control System (TCS) WOWSound decoders. The cars describe their contents and destinations. A schedule is posted for departure times and special instructions.

Several industries and yards require extensive switching, as well as a large engine servicing facility that is in constant motion. I

was able to switch his steel mill during an OPS session. It was a fun and challenging 2+ hours!

There is a broad selection of engine power available indicative of the transition period being modeled.

Reflecting the mountainous terrain, the steepest grade “requires” a helper to push a limited number of cars to the upper deck. This is fun additional assignment done more for enjoyment than due to power restrictions.

Norm prides himself on the layout’s trouble free operation. He chose not too ballast his hand laid track. “It eliminates one more potential problem with switches.” The beauty of his civil engineering work does stand well by itself.



(continued on next page)



FEATURED MEMBER LAYOUT: NORM STENZEL'S *BRANDYWINE & BENEDICTINE RAILROAD*



The B&B reflects the mountainous landscape primarily in its backdrops to keep the railroad in relatively flat valleys.

Coal mining is the dominant industry but many other businesses and power companies keep the trains busy.

Passenger traffic is also featured to service the several small

Appalachian towns.

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FEATURED MEMBER LAYOUT: NORM STENZEL'S *BRANDYWINE & BENEDICTINE RAILROAD*



Norm's motive power and rolling stock is well weathered as would be expected at the end of the steam era.

Businesses and industries are detailed to provide a realistic portrayal of their operations.

The engine servicing facility (see cover image) is thoroughly equipped and demonstrates the space and access



challenges of a railroad switching from coal to diesel power.

(continued on next page)



What does a transition era park use as a monument?
A locomotive of the future!



FEATURED MEMBER LAYOUT: NORM STENZEL'S *BRANDYWINE & BENEDICTINE RAILROAD*



As impressive as Norm's layout is, it is his shop that I most wished I had. Unlike anything I have, it is spotless and well organized. The heart of his shop are his lathe and drill press/milling machine. "The lathe was poorly packed and came to me in hundreds of pieces," stated Norm. "But rebuilding it gave me a complete picture of how the machine worked and all of its capabilities." He is building a working steam engine using this equipment.



Norm's focus on operations is clearly evident in the design and construction of his layout. The Dispatcher's desk is a powerful tool to manage a far ranging and busy railroad. He takes extra steps to insure that every engineer and conductor know what is required and how to perform their jobs. Operating on the Brandywine & Benedictine is a real pleasure.

—Jim Datka

1981

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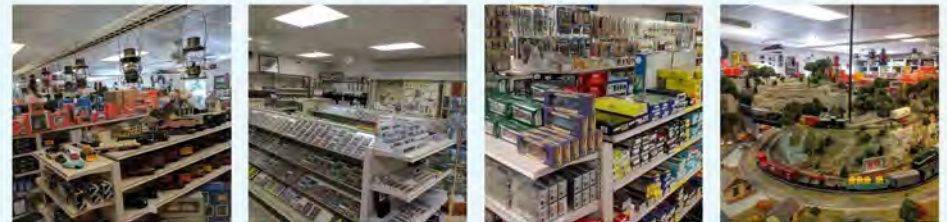
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