



BILL ZAWACKI'S
LITTLE TOWNE
RAIL ROAD

LITTLE LAYOUT WITH LOADS
OF FUN AND CHALLENGES



SPRING 2019 MODEL AND
PHOTO CONTEST WINNERS



PIEDMONT DIVISION TIMETABLE

VOLUME 23 NUMBER 3

Effective 12:01 AM ET Monday, July 1, 2019

2019 SER
CONVENTION
CHOO CHOO
CITY RAILS



PIEDMONT  DIVISION
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PIEDMONT DIVISION SUPERINTENDENT'S
SUMMER 2019



Are you sitting in your recliner reading a model train magazine? Maybe you are on vacation relaxing and you brought along some magazines to read. Summer gets us really relaxed sometimes, but it also gets our minds racing about what are we planning next. Maybe it's that dream layout. Maybe a kit that you wanted to build for that certain location on your layout, or that new car that you wanted to weather. The sky is the limit. That is what makes our hobby so inviting to newcomers and why folks keep on modeling. There is a wide array of projects you can do.

I would like to encourage members to try some new things in the next couple of months. Challenge your own skills and try some new techniques or a new kit that might have been a little intimidating before. Breakout the airbrush and try painting a car or loco. The Piedmont Division offers so many things to learn when you attend our meetings, clinics or Train 'N Camps. Just speaking with members or visiting layouts get the creative minds working over-time. WHAT CAN I DO TO BECOME A BETTER MODELER? Start!

I listened to Gerry Leone at our June meeting and observed the many accomplishments he has achieved. Gerry's presentation should inspire many with great ideas to go and implement back home or maybe on a club layout. His enthusiasm about model trains just ignites us to get back into modeling. Many of the things he showed us were simple. He has published many articles and videos that have left a lasting mark on the hobby. I know I love our great hobby and want to strive to learn and share. I believe most of us are the same. It's just fun! I want to personally thank Gerry Leone for his visit to the Piedmont Division. Thank you also to Peter Youngblood for organizing his visit along with Sally Bando who promoted the heck out it. If you missed the meeting, it was fantastic!

We have many great layout tours coming up soon. I hope you will check the website or *Time-table* for the schedule. Talk to the host, ask questions and get new ideas. Everyone will be glad to share things about their model railroads.

Joe Sullivan and Jim Datka are spear heading the Piedmont Division N scale layout. This layout will be a showpiece for everyone to see when they are done. We want to share the railroad with as many organizations and functions as we can attend. It does not have to be a railroad event. We want to share our hobby and let folks see what model railroading is about.

(continued on next page)



Many PD members attended the 2019 Southeastern Region Convention in Chattanooga. It was fantastic!!!!!!! Many thanks to Roy Masterson and the committee for hosting a fine convention. Special thanks to Scalettrains for their special BBQ lunch, train ride and sponsoring the VIP guest.

I also would like to recognize a couple of PIEDMONT DIVISION members on awards they were presented:

RICK COBLE: Vern Yarbrough Award for outstanding dedication and service to the SER.

SALLY BANDO: Outstanding service for 5 years as Treasurer for the SER.

HOWARD GOODWIN: Outstanding Service as a Director on the SER BOD and BSA Merit Badge Coordinator

THANK YOU!

Our new SER president is Larry Burkholder from Loudon, TN. Paul Voelker was elected again as a Director from the Piedmont Division. Alan Mole now is the Executive Advisor for the SER as former President. Thank you for your service to the SER.

On July 9th we will be trying something new in the division for our monthly meeting night. The Division will provide pizzas and soft drinks at 6 PM in lieu of a BOD meeting.

We will have a quick meeting at 7 pm to do announcements or any AP certificates. Immediately following we will start a swap meet for the evening. There will be only a few basic rules:

1. Only bring items that you can set immediately in front of you at a table. Remember other people will be sharing the table.
2. The Division gets no commission. These are your own transactions.
3. Bring money to make your own change.
4. Wrap up and clean up at 8:55 pm.
5. HAVE FUN and hope you find some great deals and bargains.

August will be fun. Its been a few years but I will be presenting a clinic on Layout Planning with a Design Software package. The last time we did it was a hoot. You just need to be there in August.

Your *TRAX to the MAX II* 2020 SER Convention team is well underway. Registration will be starting on June 21st. You will then be able to register online, or you may mail in your registration as well. We will be in Cartersville, GA June 19th through 20th 2020 at the Clarence Brown Conference Center. We will have prototype tours and layout open houses to attend. There will also be activities for Non-Rail attendees that should be



lots of fun as well. If you are interested in assisting with the convention or Train Show, please contact me so we can get you on the list of volunteers. The convention should be lots of fun. Chattanooga had over 270 people attend. Let's show everybody what the Piedmont Division can do.

Many of you will be tracking out to Salt Lake City, Utah to the 2019 NMRA National Convention. Please share your trip and adventures on our Facebook page during your trip. Folks who may have never been may get motivated to attend a future convention.

Well, that's it for now. I know you have lots to get busy with. Thank You for being a member of the PIEDMONT DIVISION of the NMRA. It's a great hobby and keep on sharing with everyone!

Respectfully,

--Walt Liles

Superintendent Piedmont Division



SUMMER READING AND WRITING

Unfortunately I was unable to attend the 2019 Southeastern Region convention *CHOO CHOO CITY RAILS* in Chattanooga. Apparently it was an outstanding event and the Cherokee Division set a pretty high bar for the Piedmont Division's *TRAX TO THE MAX II* convention to be held in Cartersville next year. We certainly have our work cut out for us. Fortunately we have amazing resources in our Division that should guaranty an incredible event for all.

I have now completed my second Photo Contest as its chair. There are so many excellent entries, especially in the prototype categories. It really makes me jealous of all the rail adventures our members are experiencing. It is often difficult to narrow the field to just three for recognition in each category. All of the subject being captured are excellent. In some cases it just comes down to subtleties such as lighting and depth of field. Thank you to all who have submitted entries.

Picking up on Walt's lead, summer is the ideal time to lie back and catch up on your reading. In addition to my monthly, semi-monthly and quarterly railroad publications, I purchased a copy of Lance Mindheim's book, *Model Railroading as Art*. I highly recommend it and hope to write a review for the next issue of the *Timetable*. He includes excellent examples of how to pick out small details from prototypes and photos that can make a modeled scene even more realistic. He also goes to great length on color palettes and how to effectively combine colors for various effects.

Summer is also an excellent time to write your own article for the *Timetable*! Got a opinion on something you want to express? Learned a new technique that others may want to know? Have a favorite or least favorite model to share? Even if it is just an idea for an article, please let me know! I am here and available to help put your thoughts into pixels.

This is also convention season. If you had the opportunity to attend any of the hobby organization conventions, please share your photos and a brief story for the next issue.

—Jim Datka

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PIEDMONT DIVISION TIMETABLE VOLUME 23 NUMBER 3

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DEADLINE FOR THE QTR 4 2019 *TIMETABLE*:

Wednesday, September 11, 2019

Please send submissions to :

jdatka@mindspring.com



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OVERVIEW OF PIEDMONT DIVISION FINANCES FOR FIVE MONTHS OF 2019

	January thru May 2019	Budget	Amount Over Budget
REVENUE			
Advertising Sales		4,100.00	(4,100.00)
Contributions	45.00		45.00
Total Event Fees	25,439.00	24,270.00	1,169.00
Raffle Sales	1,516.00	1,251.00	265.00
Sales of Product			
Table Rental	16,691.00	17,000.00	(309.00)
White Elephant Sales	2,065.22	1,500.00	565.22
TOTAL REVENUE	45,756.22	48,121.00	(2,364.78)
TOTAL COST OF GOODS SOLD	- 461.81	- 751.00	-289.19
GROSS PROFIT	45,294.41	47,370.00	(2,075.59)
EXPENSE			
Accounting & Legal Fees			
Advertising & Marketing	4,811.79	5,130.00	(318.21)
AudiVisual Equipment			
Bank Charges	118.88	580.00	(461.12)
Total Entertainment			
Total Facility Rental	14,670.00	14,800.00	(130.00)
Furniture Rental	4,788.33	4,800.00	(11.67)
Good & Welfare			
Insurance			
Layout Cost	1,050.00	1,100.00	(50.00)
Total Membership Drive			
Office Supplies	704.25	600.00	104.25
Operating Supplies		865.00	(865.00)
Plaques & Awards			
P.O. Box Rental			
Postage	3,583.82	4,712.00	(1,128.18)
Program Food & Beverages			
Publishing	1,704.46	5,690.00	(3,985.54)
Raffle Expense			
Software & Internet			
Taxes & Licenses			
Total Travel			
TOTAL EXPENSE	31,431.53	38,277.00	(6,845.47)
NET OPERATING REVENUE	13,862.88	9,093.00	4,769.88

Monthly Financial Reports are presented to the Board of Directors.

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2019 PIEDMONT PILGRIMAGE



It Is Pilgrimage Time!

As I write this article the Pilgrimage Committee is busy getting ready for the 2019 Piedmont Pilgrimage. Seventy Division members have agreed to be hosts this year. The dates for this year's Pilgrimage will start on Saturday, October 12th and concludes on Friday, November 29th. You will note the final Pilgrimage date is the Friday after Thanksgiving. We will have a few layouts open so while some people will be shopping on "Black Friday" others will be able take their house guests to visit model railroads.



Charlie Mason MMR is in the process of preparing the schedule. Soon after we will publish the schedule for each weekend and send the draft booklet to the printer. By the third week of September, we will begin distributing the booklet to various hobby shops and other locations to publicize the program.

We need the support from our division members to purchase Pike ads. What is a Pike ad? It is your calling card listed in the Booklet and on the Pilgrimage website. Contact Jim Foley at gardenrailroadjd@gmail.com to place your order. If you want 50 new cards and Pike ad the cost is \$15.00. A new Pike ad only in the booklet is \$12.00. An existing Pike ad in the booklet is only \$9.00.

You have another opportunity to support the Pilgrimage by signing up to be an Operator Assistant. Help one of hosts run trains during their open house and earn credit toward your Volunteer Certificate. It is simple for you to do, just contact Tom Gordon at tgordon@mindspring.com.

This is one of our most successful programs to support and promote model railroading. It is very popular with the public, even those who are not model railroaders. We are grateful for all the volunteers who are opening their layouts to the public. It is a very rewarding and heartwarming activity for those model railroaders who have worked so hard to prepare their layouts for public exhibition. This is a unique opportunity to see their actual work and experience, and to discuss and learn how you can enhance your own layouts.

—Gary Jarabek
Pilgrimage Committee Chairman

PIEDMONT  DIVISION
TRAIN 'N CAMP

MAINTAINING YOUR RAILROAD CAR FLEET

Saturday, September 28, 2019

1 PM to 4 PM

Covenant Presbyterian Church
2881 Canton Road
Marietta, GA 30066

This Camp will cover what students need to know to successfully maintain their rolling stock fleet. The class will cover truck maintenance, wheels, couplers and car weights.

Students are encouraged to ask questions and bring cars that have specific issues so those issues can be diagnosed. We will not be addressing locomotive issues during this class.

Registration is required and will be limited to 10 students. A list of tools and parts will be provided to those registered.

Contact Perry Lamb: Perry_Lamb@mindspring.com



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SUNDAY, JULY 7 through SATURDAY, JULY 13, 2019

NMRA NATIONAL CONVENTION AND TRAIN SHOW

Salt Lake City, UT. For details go to www.nmra2019slc.org

TUESDAY, JULY 9, 2019 6 PM Pizza and Refreshment; 7-9 PM Swap Meet

PIEDMONT DIVISION SWAP MEET

The Division will provide pizzas and soft drinks at 6 PM in lieu of a BOD meeting. There will be a quick meeting at 7 for announcements or any AP certificates, followed by a swap meet for the evening. Basic rules:

1. Only bring items that you can set immediately in front of you at a table. Remember other people will be sharing the table.
2. The Division gets no commission. These are your own transactions.
3. Bring money to make your own change.
4. Wrap up and clean up at 8:55pm.
5. HAVE FUN and hope you find some great deals and bargains.

SATURDAY, JULY 13, 2019 1 PM to 5 PM

LAYOUT OPEN HOUSE: HOWARD GOODWIN MMR® GREAT CYPRESS LINES

The HO *Great Cypress Lines* is a point-to-point Class 2 transition-era railroad operating in the Southeastern US. The layout is built for operations and is regularly run by the North Atlanta Rail Barons and other ops groups in the Division. Contact Sally Bando at sbandogeorgia@comcast.net for details.

TUESDAY, AUGUST 13, 2019 6 PM BOD; 7-9 PM Piedmont Division Mtg
CLINICIAN: WALT LILES TITLE: *Design model train layouts using computer programs*

Technology has made major changes to our hobby, none more so in the planning of your layout. Walt will review software that helps make your next layout a dream come true instead of a construction nightmare.

BRING & BRAG: Bring your favorite Model Train layout blue prints, or whatever you have been working on and want to share.

SATURDAY, AUGUST 17, 2019 1 PM to 5 PM

LAYOUT OPEN HOUSE: AL CHURELLA MMR SANDY RIVER & RANGELEY LAKES RAILROAD

This beautiful On2 layout is based on a prototype that operated in Maine in the late 1800s. It features scratch built structures and rolling stock, great locomotives and many narrow gauge wonders. This layout is a must see! Contact Sally Bando at sbandogeorgia@comcast.net for details.

TUESDAY, AUGUST 27 through SATURDAY, AUGUST 31, 2019

NATIONAL GARDEN RAILWAY CONVENTION

Portland, OR. For details go to www.ngrc2019.org

TUESDAY, SEPTEMBER 10, 2019 6 PM BOD; 7-9 PM Piedmont Division Mtg
CLINICIAN: STEVE AUSTIN TITLE: *Making scenery from natural materials*

Steve's Elkhorn Iron & Timber Company Railroad is renown for its incredible scenery and level of detail. Learn how he has created uncommon scenic wonders using common materials.

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

SATURDAY, SEPTEMBER 14, 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

SATURDAY, SEPTEMBER 14, 2019

10 AM to 1PM

LAYOUT OPEN HOUSE: PETER YOUNGBLOOD MMR ATSF COLORADO & ALBUQUERQUE DIVISIONS Depicts of how it was in 1967 between La Junta, CO and Flagstaff, AZ., the time of combined "Super Chief/El Capitan" first class passenger trains from Chicago to Los Angeles, heavy freight traffic and mail-by-rail contracts in their final year. First generation diesels are giving way to second generation power. Contact Sally Bando at sbandogeorgia@comcast.net for details.

SATURDAY, SEPTEMBER 28, 2019

1 PM to 4 PM

TRAIN 'N CAMP: Maintaining Your Railroad Car Fleet CHAIRPERSON: PERRY LAMB

This Camp will cover what students need to know to successfully maintain their rolling stock fleet. The class will cover truck maintenance, wheels, couplers and car weights.

Students are encouraged to ask questions and bring cars that have specific issues so those issues can be diagnosed. We will not be addressing locomotive issues during this class. Registration is required and will be limited to 10. A list of tools and parts will be provided to those registered. Covenant Presbyterian Church, 2881 Canton Road, Marietta 30066
RSVP: perry_lamb@mindspring.com

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!



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PIEDMONT DIVISION'S APRIL MEETING

JOHN STEVENS: *HARVEY HOUSES*



In 1876 Fred Harvey saw an opportunity to cater to the growing number of train passengers in the Western United States. Prior to his creating the first restaurant chain in the US, the only option for passenger food service was at questionable road houses located at locomotive water stops. He built first class restaurants and hotels along railroads, most notably along the Atchison, Topeka & Santa Fe Railway. By the time of his death in 1901, the Fred Harvey Company consisted of 45 restaurants and 20 dining cars in 12 states. When the company was sold to Amfac, Inc. in 1968, it was the sixth largest food retailer in the United States.

The company was built on the reputation of providing good food, outstanding customer service and genuine concern for its employees. Their waitresses became known as "Harvey Girls" and were expected to maintain the highest standards of civility and customer service in a region regarded as the Wild West. Harvey Girls achieved legendary status in a novel by Samuel Hopkins Adams which was made into a movie starring Judy Garland.



(THE OTHER) JOHN STEVENS WAS THE LUCKY RAFFLE WINNER OF A *HARVEY HOUSE COOKBOOK*



WALT LILES WAS THE LUCKY RAFFLE WINNER OF *FRED HARVEY HOUSES OF THE SOUTHWEST*

RAFFLE WINNERS RECEIVING GIFT CERTIFICATES



ROYAL BRUCE



GARY FISH



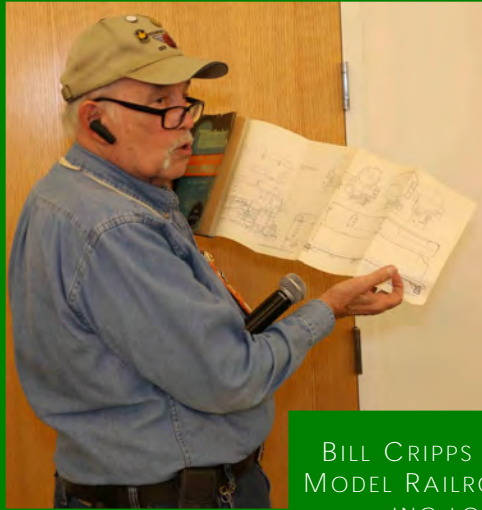
ANN LUNDIN



TIM MUNNELL



PIEDMONT DIVISION'S APRIL MEETING BRING-AND-BRAG: HARVEY HOUSE RELATED ITEMS



BILL CRIPPS DESCRIBES HIS 1941 MODEL RAILROADER BOOK FEATURING LOCO DIAGRAMS



PETER YOUNGBLOOD READS FROM HIS FRED HARVEY DINING CAR DINNER MENU



PAUL SCHENK SHOWS THE 3-D PRINTED CUP HOLDER FOR HIS LAYOUT



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JOHN STEVENS SHOWS HIS MANY BOOKS ABOUT HARVEY HOUSES



FREDDY SMITH GIVES A PREVIEW OF THE LAYOUT TOUR OF THE HO DIARAMA AT THE GEORGIA POULTRY LAB NETWORK IN GAINESVILLE GA



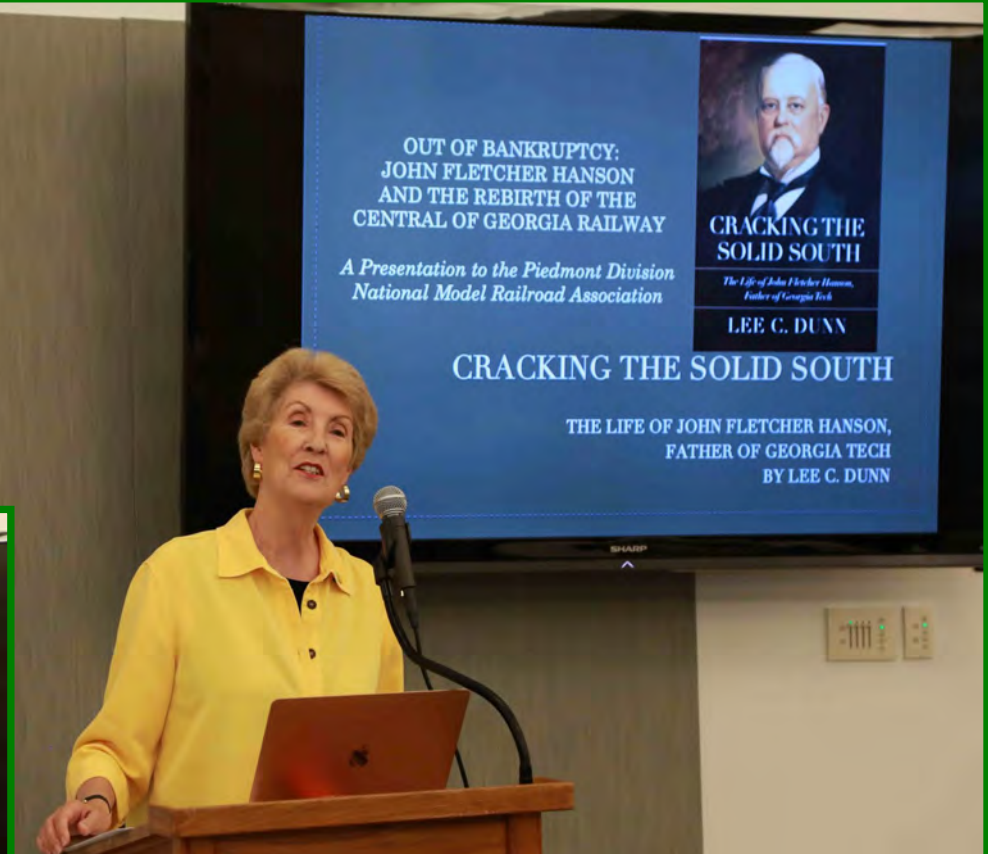
PIEDMONT DIVISION'S MAY MEETING

LEE DUNN: JOHN FLETCHER HANSON



Lee Dunn shared the fascinating story of John Fletcher Hanson, her husband's grandfather. Hanson was a successful entrepreneur who ran a number of different businesses from textile mills to newspapers to the Central of Georgia Railway. He was instrumental in expanding the Central of Georgia to service the port of Savannah where he ran a shipping company. Among his many achievements was founding the Georgia School of Technology which later became the Georgia Institute of Technology. Lee described a number of Hanson's businesses that are modeled on their HO layout.

Lee wrote about Hanson in her book *Cracking the Solid South: The Life of John Fletcher Hanson, Father of Georgia Tech*. She generously donated an autographed copy of her book for our raffle.



Photos courtesy of James Bando



PIEDMONT DIVISION'S MAY MEETING BRING-AND-BRAG AND WEATHERING DIORAMA CONTEST



JIM HOBBS SHOWS OFF HIS CENTRAL OF GEORGIA F3 AND SD-9 LOCOMOTIVES, VENTED BOXCAR, CABOOSE AND BUSINESS CAR SAVANNAH



MARTIN GULDNER DISCUSSES THE 150TH ANNIVERSARY OF THE GOLDEN SPIKE CEREMONY LINKING THE FIRST TRANSCONTINENTAL RAILROAD WHILE WEARING A COMMEMORATIVE SHIRT



WILLIAM SMITH DESCRIBES HOW HE BUILT AN OCCUPANCY DETECTOR USING ARDUINO COMPONENTS



PETER YOUNGBLOOD SHOWS A HAT BELONGING TO THE APPARENTLY SHY AND RESERVED ALAN MOLE

RUSS BUNDY BROUGHT THE ONLY ENTRIES IN THE WEATHERED DIORAMA CONTEST, A G-SCALE DILAPITATED SHACK AND AMTRAK PASSENGER CAR





PIEDMONT DIVISION'S JUNE MEETING

GERRY LEONE MMR®: *THE BONA VISTA RAILROAD*



We were very fortunate to have one of the most prolific and entertaining writers in the hobby today provide an outstanding presentation of his legendary *Bona Vista Railroad*. Gerry showed us everything from the design concept through the construction challenges and finished product of his layout. It was a presentation filled with great ideas, useful information and non-stop humor.



PIEDMONT DIVISION BOARD MEETING

JIM DAVIS WAS THE RAFFLE WINNER OF LEE DUNN'S BOOK *CRACKING THE SOLID SOUTH*



Photos courtesy of James Bando



PIEDMONT DIVISION'S JUNE MEETING BRING-AND-BRAG: SNOW REMOVAL EQUIPMENT



HOWARD GOODWIN SHOWED HIS SNOW PLOW TRAIN CARS AND LOCOMOTIVE



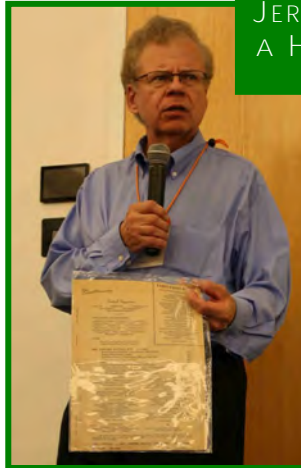
JOHN STEVENS EXHIBITED VARIOUS RAILROAD SNOW PLOWS



JOE NICHOLS, JR. DESCRIBED VARIOUS RAILROAD ROTARY AND WEDGE SNOW PLOWS AND HOW SOME OF THE PROTO-TYPES DID NOT WORK AS PLANNED



MIKE CUMMINGS DESCRIBES HIS BEAUTIFUL GREAT NORTHERN CABOOSE CAR KIT



JERRY KNAZEK BROUGHT A HARVEY HOUSE MENU



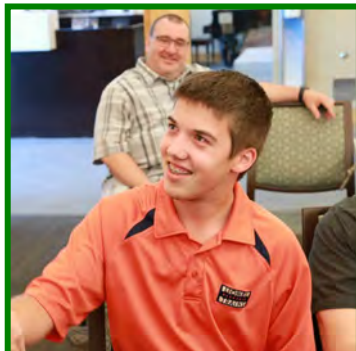
WALT LILES PRESENTS HIS COTTON BELT RAILROAD'S MODERN WEDGE SNOW PLOW

Photos courtesy of James Bando

First Time Meeting Attendees



NICHOLAS BRIERE



HUNTER COOL



JIM DAVIS



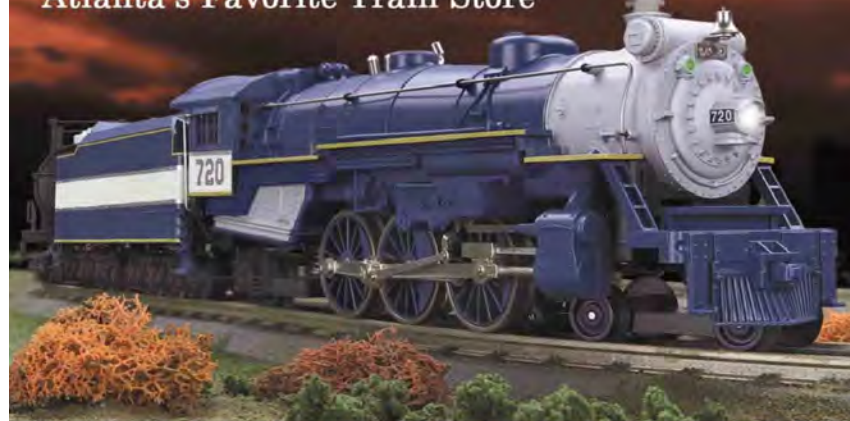
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ACHIEVEMENT PROGRAM NEWS



Winners of the Spring 2019 Model and Photo Contest begin on the next page. Thank you to all who participated and congratulations to the winners.

Congratulations go to the following Piedmont Division members who have recently earned AP certificates:

Robert Hoenes - Master Builder - Cars

Thomas Lloyd - Master Builder - Scenery

Model Railroad Engineer - Electrical

Alan Mole - Model Railroad Engineer - Electrical

The NMRA has recently made some changes to the requirements for many of the AP certificates. For some of the certificates the old Records & Validation form has been eliminated. In most cases the Records & Validation form was redundant. New Statement of Qualification (SOQ) forms, dated February 2019, are available on the NMRA website. If you have been working on a certificate, such as Association Volunteer, and have been using the old forms, that paperwork will still be accepted.

One major change involves the Civil certificate. Now the required three pieces of scratch-built trackwork are to be judged on only three criteria -- construction, conformity, and scratch-building. The judging will be on a Pass/Fail basis and each piece of trackwork must receive a "Pass" score on all three criteria.

—Charlie Mason MMR

Piedmont Division Achievement Program Chairman

candmjason@att.net 770 993-1589



Want to promote your pike?

Want to support your Division?

Don't yet have business cards for your pike? For just \$15 you can have 50 professionally-designed cards (in either color or black and white) AND have the card appear in the 2019 Piedmont Pilgrimage Booklet. Have your pike promoted along side many of your fellow model railroaders.

If you just want a new pike ad to appear in the Booklet without the business cards, the cost is \$12. To run last year's ad without business cards is only \$9.

Mail your check (made out to Piedmont Division, Inc.) to Jim Foley, 1588 Friar Tuck Road, Atlanta GA 30309.

Email to Jim Foley at gardenrailroadjd@gmail.com. Include the information you want on the card (such as pike name, your name and title, phone, email) and a sketch or description of what else you want (such as logo, picture of engine, etc.) For examples, visit <http://www.piedmontpilgrimage.com/pilgrimage-supporters>.

ACHIEVEMENT PROGRAM NEWS: SPRING 2019 MODEL AND PHOTO CONTEST WINNERS



STRUCTURES – FIRST PLACE, MERIT AWARD AND BEST IN SHOW



Joe Sullivan—Timber King-Post Overpass

Joe's timber king-post overpass received a Merit Award and the Best-in-Show Award.



STRUCTURES – SECOND PLACE, MERIT AWARD AND BEST USE OF LEGO BLOCKS



Photos by James Bando and Jim Datka



Joe Sullivan—Sand and Gravel Trestle

ACHIEVEMENT PROGRAM NEWS: SPRING 2019 MODEL AND PHOTO CONTEST WINNERS



STRUCTURES – THIRD PLACE



Paul Schenk—E.W. Karker Saw & Planing Mill



FREIGHT CARS – FIRST PLACE AND MERIT AWARD



Fred Lindquist—B&O Hopper Car #632200



FREIGHT CARS – SECOND PLACE



Stefan Bartelski—GARX 50' Box Car #50677



ACHIEVEMENT PROGRAM NEWS: SPRING 2019 MODEL AND PHOTO CONTEST WINNERS



DIESEL LOCOMOTIVES – FIRST PLACE

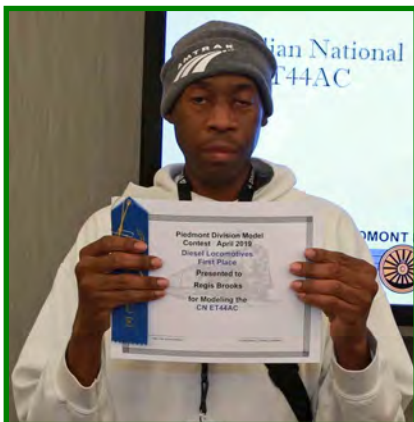


Regis Brooks—CN ET44AC

PASSENGER CARS – FIRST PLACE



Regis Brooks—Amtrak Hi-Level Coach



BLACK AND WHITE PRINT PROTOTYPE – FIRST PLACE

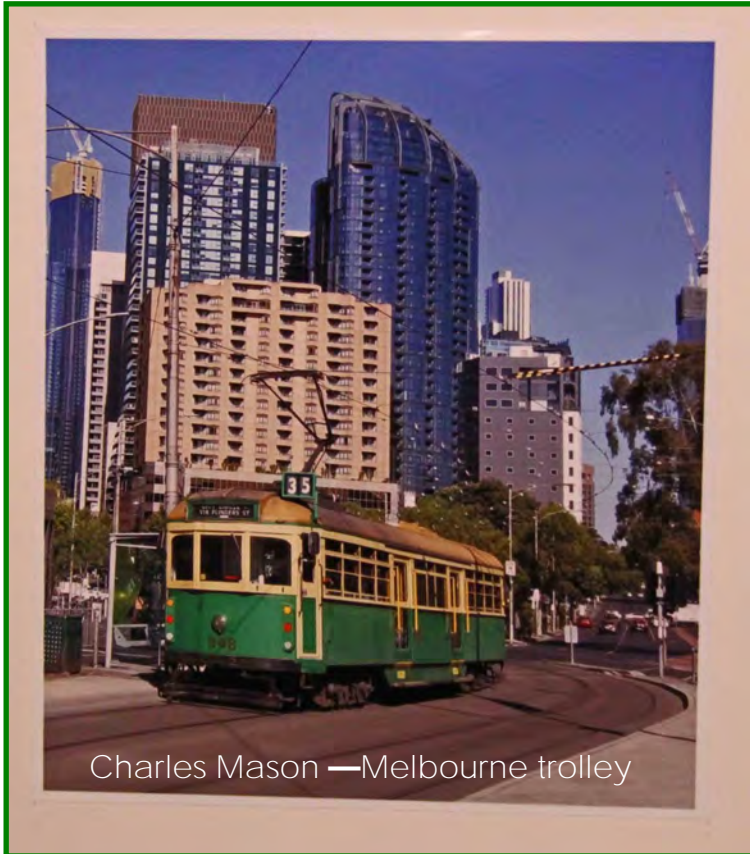


Jerry Gorla—Penn Central E8As
on NY & LB Feb 1974

ACHIEVEMENT PROGRAM NEWS: SPRING 2019 MODEL AND PHOTO CONTEST WINNERS



COLOR PRINT PROTOTYPE – FIRST PLACE AND BEST IN SHOW



Charles Mason —Melbourne trolley

COLOR PRINT PROTOTYPE – SECOND PLACE



Don Oltmann—Blue Comet 12/6/75

COLOR PRINT PROTOTYPE – THIRD PLACE



Kenneth Stinnette—NC & StL 710 on the Hiwassee line



FIRST PLACE
COLOR PRINT Prototype
Charles Mason
MEMBER #12345
BEST IN SHOW
2019 Spring Photo Contest

PIEDMONT DIVISION
SER NMRA

ACHIEVEMENT PROGRAM NEWS: SPRING 2019 MODEL AND PHOTO CONTEST WINNERS



COLOR PRINT MODELS – FIRST PLACE



Peter Thomas—Cothran Valley Gardens

COLOR PRINT MODELS – SECOND PLACE



Norman Lundin—On the Mainline SD40-2
7309 Elk River Railroad

COLOR PRINT MODELS – THIRD PLACE



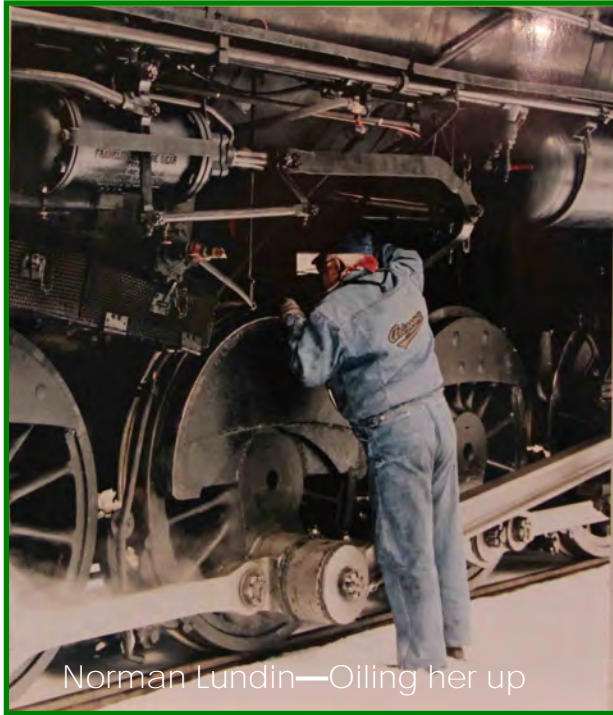
Jerry Gorla—N-scale Civil War Era Model



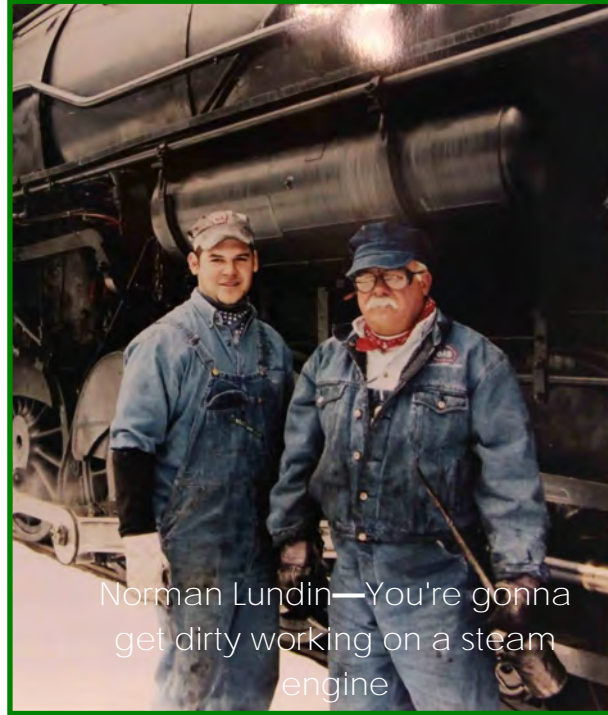
ACHIEVEMENT PROGRAM NEWS: SPRING 2019 MODEL AND PHOTO CONTEST WINNERS



WORKING ON THE RAILROAD – FIRST PLACE



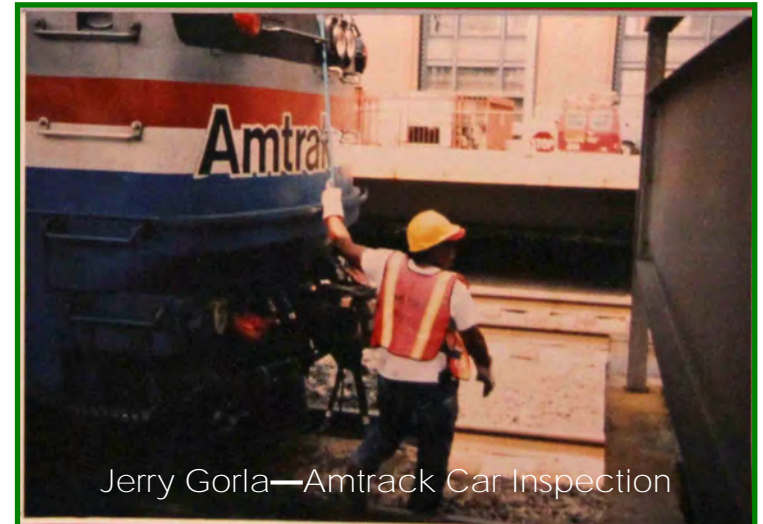
Norman Lundin—Oiling her up



Norman Lundin—You're gonna get dirty working on a steam engine

WORKING ON THE RAILROAD – SECOND PLACE

WORKING ON THE RAILROAD – THIRD PLACE



Jerry Gorla—Amtrack Car Inspection



GETTING UNWIRED

WITH TOM GORDON

LAYOUT DECONSTRUCTION/DISASSEMBLY/ DESTRUCTION

Alright, usually I write about wiring and electrical issues. I'm going to take a bit of liberty to change that topic just a bit.

As some (just a few) of you know, my layout has been under deconstruction for several weeks now. It will revive in a year or two, but for now, it's disappearing quickly. To that, I have some observations that may be useful during construction that may help in future deconstruction.

The most important item: Don't try to reuse the layout. Maybe a tiny piece can be saved, but as time goes on, it is much more difficult to splice in an old section of layout than to just start over. Yes, I do have one current module that will be reused, but it was completely designed for removal/reuse, and was not totally integrated into the layout (it's a staging yard that was in a separate room).

My disappearing layout had a major section brought from a previous incarnation. I worked hard to get it included in the plan – and was successful. Now, I wish I hadn't done that, as it was a major pain to undo all the extra supports and splices that held it all together. It would have been so much easier to have one layout's framework to unscrew, not two!

Second, don't be afraid to use hot glue to hold Tortoise machines and barrier terminal strips to the layout framework. Hot glue is a mechanical hold, and a sharp whack of a chisel, or the palm of your hand will pop hot glue loose. I found that a rubber mallet is incredibly good at this for Tortoise machines. The mallet doesn't crack the plastic, and a quick whack pops the Tortoise loose. It took minutes for me to remove most of my Tortoise machines. The ones with screws (installed in that 'old layout' section mentioned above), were much more difficult as I had to get under the layout, with a screwdriver, and undo

all the screws. Barrier strips needed the chisel, and most of them came off unscathed.

Of course, start early! Trash folks don't like hauling away heavy bags of layout debris. Such bags may need to be hidden inside the trash can, not outside. This makes it easy for refuse collection folk to dump your trash into the truck. It also keeps them from having an excuse to leave your old scenery and roadbed behind. (Some trash services would consider this as construction debris.) I chopped my roadbed up, making small pieces for bagging. It looks much more like household garbage that way. Also, it's a good idea to invest in heavy (very heavy) gauge plastic bags. I liked the 3-mil kind found at Home Depot.

Save the wire? Well, maybe. There are some pieces of wire I absolutely will save since it is relatively expensive (shielded 4 conductor cable for my C/MRI data communications is one example). Much of the wire is a jumble of



various lengths. It is far simpler to save just a bit, and trash most of it. Wire is not cheap, but your time is far more valuable. Much of my wire was small gauge, or data communication stuff, which is relatively inexpensive.

(continued on next page)

GETTING **UN**WIRED WITH TOM GORDON

(continued from previous page)

Lumber? Well, I tried to save long pieces that weren't too messed up. The smaller ones were either trashed, or if clean, were saved for the fireplace. (small pieces make great kindling!) Legs and brackets are good items to save if you intend to rebuild at the same height. My layout was built piece by piece, making the use of short, spliced lumber useful. Actually, that was frugal, but not very handy for disassembly.

Another item – don't glue your benchwork together. Glue is permanent. If you want a section to never change, that is OK, but if you need to tweak anything, glue is not your friend.

I did save many of the self-tapping wallboard screws used in construction. Although they aren't horribly expensive, they are easy to toss into a box for further use.

That's about it. After some wallboard is installed in the new (and much larger!) location, I'll begin the new layout. I expect to be up and sort of running in about a year, with plywood for scenery.

—Tom Gordon



Like Running trains?
Enjoy sharing the hobby with others?
Want to earn AP Association Volunteer points?



Then volunteer to help a fellow NMRA Piedmont Division member operate their layout during their Piedmont Pilgrimage open house!

The 2019 Piedmont Pilgrimage runs each Saturday and Sunday from October 12th to November 17th, plus the Friday after Thanksgiving November 29th. Open houses are usually 4 hours long and volunteers should arrive 30 to 60 minutes early. Most are scheduled as follows:

- Saturdays are midday (10 to 2), or afternoon (1 to 5)
- Sundays are midday (11 to 3), or afternoon (1 to 5).

If you are interested in volunteering or have questions, send an email to: Tom Gordon at tgordon@mindspring.com. Please include your available dates and preferred times, and your general neck of the woods. Volunteers will be notified as there are matched with layouts.

Hope to see you help show off this fun hobby!



2019 SOUTHEASTERN REGION CONVENTION CHOO CHOO CITY RAILS



The Cherokee Division hosted the 2019 SER Convention in Chattanooga, TN from May 30th through June 2nd. All reports were that it was an outstanding convention with excellent clinics and banquet.



A very fashionable Tom Banks



Mark McAllister and Dr. Joe Nichols Jr



Model Railroader Associate Editor Cody Grivno

Photos courtesy of Walt Liles



Tom Gordon and Howard Goodwin enjoying the company of ScaleTrains.com representatives



2019 SOUTHEASTERN REGION CONVENTION CHOO CHOO CITY RAILS



Rick Coble receiving the prestigious Vern Yarbrough Award for outstanding service to the SER



Sally Bando and Howard Goodwin receiving Certificates of Appreciation for their service to the SER



Members of the Planning Committee for the 2020 SER Trax to the Max II Convention in Cartersville, GA June 19 through 20, 2020



Keynote speaker Pelle Søbørg

Photos courtesy of James Bando



2019 SOUTHEASTERN REGION CONVENTION SCALETRAINS.COM OPEN HOUSE AND TRAIN EXCURSION



Scale Trains hosted an open house at their facility in Benton, TN the Thursday before the convention. It also included a private excursion aboard the Tennessee Valley Railroad's Hiwassee River Rail Adventure Hiwassee Loop. This event was so popular that additional cars were added including an observation car.



Photos courtesy of Walt Liles



FEATURED MEMBER LAYOUT: BILL ZAWACKI'S *LITTLE TOWNE RAIL ROAD*



**BILL ZAWACKI MMR®—OWNER & OPERATOR
OF THE *LITTLE TOWNE RAIL ROAD***

Bill Zawacki's 1950s era HO gauge *LITTLE TOWNE RAIL ROAD* comfortably fills a 9' x 18' room. He received lots of advice during the planning stage. "You need to cut a hole through the wall back here." "You need to remove the door and add a swing bridge." "We'll build a helix here and operate on two or more levels." Bill decline these suggestions.

Instead he planned his folded dog bone layout to work within the confines of the room with ample space for multiple operators in a center aisle. Bill has managed to design a railroad that serves a surprising number of customers in a small footprint without being overcrowded. Multiple

spurs provide a lot of action and a double crossover allows trains to change direction via a reversing loop. Hills with tunnels on opposite ends hide the trains for part of their run to give the impression of traveling a greater distance.

The only noticeable compromise Bill made on his layout—compared to most others in the division—is having only a small yard without dozens of every kind of rolling stock. Single cars are spotted at most customers along the line which complements the scale of the layout perfectly.



This does not make swapping out cars at customer locations a simple task. "The track plan forces you to think about how you will get from point A to point B efficiently," Bill explained. "And the engineer is likely to find he has to move equipment along the route." Finding places to spot these obstacles can be challenging without blocking trains operating on the main line.



(continued on next page)

Article and Photos by Jim Datka



FEATURED MEMBER LAYOUT: BILL ZAWACKI'S LITTLE TOWNE RAIL ROAD



Bill's layout is beautifully detailed throughout. "I believe that trains should run through the scenery, not in front of or behind it." Scenes are well thought out and provide a complete story of what is taking place. Businesses are filled with activity, as well as inactivity, as checkers are being played and all sorts of wildlife complete each scene.

Every scene is a well thought out and complete story of living and working along the *LITTLE TOWNE RAIL ROAD*. The level of detail and humor in Bill's scenes make it a favorite for kids. He has even produced a list of things to search for while looking at his layout. Two objects today's kids may not recognize are a moonshine still and the phone booth Clark Kent is racing into to become Superman.

Even mistakes are made into focal points. When Bill dropped a tool that broke through some boards on a loading dock he was building, Bill's first thought was "how do I match the replacement boards?" Instead, he added a hoist above the damage and placed a large crate into the hole to make it appear that workers' carelessness was the cause.

(continued on next page)





FEATURED MEMBER LAYOUT: BILL ZAWACKI'S LITTLE TOWNE RAIL ROAD



One feature I especially admired was the scratch-built lighting along the town roads. Bill made these using brass tubing and grain-of-wheat bulbs. The lamp posts fit perfectly with his 1950s small town, and are beautifully complemented by the warm lighting and visible filaments. As an electrical engineer he explained that by reducing the voltage to 10 volts, it gives the bulbs a long life. He has not had any of the incandescent bulbs fail.

The *LITTLE TOWNE RAIL ROAD* has its own custom logo, as shown in the photo to the right. As every scene has its own story, the car number 468 refers to his Master Model Railroader® number.

(continued on next page)





FEATURED MEMBER LAYOUT: BILL ZAWACKI'S LITTLE TOWNE RAIL ROAD



LITTLE TOWNE RAIL ROAD serves a wide assortment of small industries. There are spotting operations across the layout, and the web of sidings running along the main line can offer real challenges to any conductor. Every industry is fully staffed and detailed, many with interior lighting. Using smaller, detailed buildings and just a few cars gives you all the realism of a large layout with huge industrial complexes and dozens of cars to spot at each.

(continued on next page)





FEATURED MEMBER LAYOUT: BILL ZAWACKI'S LITTLE TOWNE RAIL ROAD



Bill's sense of humor is seen everywhere on the layout and fills the story behind every scene. He has created a delightful world that proves great things can be found in small packages. —Jim Datka



Bill needed three scratch-built structures to obtain his Master Builder - Structures certificate. So he made one each of straw, sticks and bricks and surrounded them (with more than 3) little piggies.

It is obvious to every Trekkie that the colors in the sky are not sunrise or sunset. It's a result of the starship Enterprise breaking the space-time continuum.



In addition to assisting Bill with scenery and backdrops on his layout, his wife MaryAnn maintains a fairy garden in their courtyard.

Before you suggest it is a great spot for a garden rail road, remember that fairies have wings and don't ride trains.



The first years his layout was on the Pilgrimage, there was an open area that Bill simply painted green and sprinkled some grass. He added a survey crew to show the site was under construction. The next year he added a foundation, and the year after the framing you see here. The next year an entirely new building appeared in that space and this structure was moved elsewhere. Attendees who attended every year asked how the structure was moved. Bill pointed out that his central aisle represented a river—it was floated to the new location.

In Memoriam

The following appeared in the First Quarter 2019 issue of *The Milwaukee Railroader* published by the Milwaukee Road Historical Association. It was a tongue-in-cheek "obit" from a small town newspaper covering the end of service of a rail line that became known as the "Berlin Bullet." It could easily have been written about too many railroad suffering from those disappearing railroad blues.

—Jim Datka

"Obituary—Horicon Train Succumbs to Illness

Horicon's passenger train died Saturday at the age of 102. I had been ill for several years.

Funeral services were held in Berlin, Milwaukee and intermediate points with Ronald L. Tewell, Trainmaster, officiating. The Wisconsin Public Service Commission was the undertaker. An engineer, brakeman, fireman, baggageman and conductor served as pallbearers. Burial was in the expansive annuals of past American heritage.

The train was born on January 2, 1856, an offspring of the LaCrosse and Milwaukee Railroad. While still young the child was adopted by the Milwaukee and Horicon Railroad. Later, child and parents were taken into the large family of the Chicago, Milwaukee, St. Paul and Pacific. The child was never named, although it acquired many nicknames, especially in later years.

The train was confirmed in coal-burning rituals but later gave all that up and was converted to Dieselism. It graduated from the School of Hard Knocks, from which it held many diplomas.

The train was very active in its youth, carrying large loads of passengers and express to Milwaukee and Berlin. In recent years the train was in semi-retirement, carrying mostly commuters to and from Milwaukee.

Surviving are the last foster parents, an uncounted number of brother and sister passenger trains, including the big brother *Hiawatha*, many cousin freight trains, and some 10,000 miles of track and hundreds of depots. It was preceded in death by its parents, its first foster parents and several brothers and sisters."

—*The Horicon Reporter*, March 27, 1958



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