

PIEDMONT DIVISION TIMETABLE

VOLUME 24 NUMBER 2

Effective 12:01 AM ET Wednesday, July 22, 2020



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PIEDMONT PILGRIMAGE IN
THE TIME OF COVID-19

PIEDMONT  DIVISION
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PIEDMONT DIVISION SUPERINTENDENT'S REPORT
SUMMER 2020



Hello Piedmont Division members!

We are still not able to go back to our normal meeting location. Our monthly online meeting will be on Tuesday, August 11th at 7 PM. We will also have an online Board of Directors meeting at 6 PM. Our August speaker had to cancel and we are arranging a replacement. Check the website for updates.

We will be discussing our 2020 future meeting situation—whether we will meet in person again this year. The COVID-19 situation has turned recently, causing all facilities to relook at opening for large crowds. We will decide in August on what to do for the rest of 2020.

I would say at this time we will be meeting online as well for Tuesday, September 8th. Please mark your calendars.

Recently I picked up a truck load of VHS videos from David Gelmini. David has been our Video Librarian for years. I want to thank him for doing the volunteer job and storing this massive collection. We own some awesome videos! Jack Spangler has volunteered to be the new Video Librarian. Due to the size of the collection I will be getting just the DVD's to him for members to check out.

I am looking for four volunteers interested in converting the videos from VHS to DVD or USB Drive digital format. We may need to look at purchasing the hardware to perform this task, and let a team of folks work on this at their convenience. We have an awesome collection, but it would be expensive to out-source that task. If you are interested, please contact me personally to discuss.

Mike Deaton, the chair for the 2020 Piedmont Pilgrimage, is working with a fantastic team of volunteers to bring everyone a Virtual Pilgrimage this year. They are working hard to have something awesome for the fall, and virtual is the best solution for this year. Please watch the website for all the latest info on this year's 2020 Piedmont Pilgrimage and the Division's *TIMETABLE*.

One matter that I would like members to consider is the coming election. We need some members to step up for the several offices open for election this November. Please consider running.

Position up for elections:

- Superintendent
- Director of Administration
- Director of Personnel
- Director at Large (4 positions)

These are 2-year term commitments. If you are interested, please contact Chuck Hoesch. Please email chuck at: hoesch@brmemc.net

(continued on next page)

DIVISION SUPERINTENDENT'S REPORT—SUMMER 2020 (CONTINUED)

I am currently speaking with one of our members who is considering taking over the remaining term of the Director of Finance position in the Division. I will keep you posted.

Here are the current account balances:

TRUIST BANK:

PD MAIN ACCT: \$15,098.97
PD TRAIN SHOW ACCT: \$17,695.67
TRAX TO THE MAX 2020 CONVENTION: \$2,412.06
VISA CARD BALANCE: \$0.00

TIAA:

6-MONTH CD: \$5,166.34
6-MONTH CD: \$15,499.03
12-MONTH CD: \$5,164.70
12-MONTH CD: \$15,494.10

If you have a model that you would like to have scored for the Achievement Program, please contact Charlie Mason to make arrangements. Contact him at candmjason@hotmail.com

Hank Primas and I have been communicating regarding a 2021 Model Train Show sponsored by the Piedmont Division. We really hope to have a show. Facilities are just reopening so we are looking at many different options right now. The main thing is to protect the financial interest of the Division during these difficult times.

On Saturday, July 18th, I was involved with our **Train 'N Camp** that Perry Lamb organized and had at his home for guest to attend. We did take precautions and we had a great time building modules. We had folks of all different ages, so it made for a fantastic but hot day. Thank you, Perry, for hosting and organizing.

If you have not recently seen the publication *ATLANTA SENIOR LIFE*, it featured some of our retired members in an article with lots of photos. Thanks to James and Sally Bando, Russ and Leslie Bundy, Charlie Crawford MMR, and Brian Glock MMR. Editor Joe Earle contacted me about doing an article and I recommended these members and their railroads. The Bando's and their railroad made the front cover! Thank to these members for sharing the hobby with Joe for all to read and learn about model railroad-ing.

'Till the Next Time, keep your model and railroad projects rolling,

—Walt Liles, Superintendent, Piedmont Division
wiles.crrman@gmail.com

PIEDMONT DIVISION TIMETABLE VOLUME 24 NUMBER 2

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DEADLINE FOR THE QTR 4 2020 TIMETABLE

Wednesday September 2, 2020

Please send submissions to :

jdatka@mindspring.com



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PIEDMONT DIVISION

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**HELP OUR DIVISION
BY VOLUNTEERING!**

Piedmont Division monthly meetings are held at:

Holy Innocents' Episcopal Church

805 Mt. Vernon Highway, Atlanta, GA 30327

Hope To Return Soon!



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!

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SURVIVING 2020



2020 so far: Massive bushfires scorch Australia. Nearly went to war with Iran. COVID-19 pandemic spreads fear, shutdowns, illness and death around the world. Panic buying of toilet paper. CDC warns of aggressive, cannibalistic rats due to shortage of garbage to eat in cities. New Ebola outbreak in D.R. Congo. Record locust swarms stretch from Africa to Asia. Demonstration for justice and civil unrest. Record heat-waves in Siberia and Antarctica. Working from home and home schooling now the norm. Murder hornets invade Pacific Northwest.

I never thought I could refer to "the before-times" in anything other than a facetious manner. At least Atlanta's rush hour traffic has gotten better, even though I have no place to go.

I hope all our members and readers have stayed safe and healthy. These are trying time for all of us. Please take COVID-19 seriously. I know of a dozen people who have been infected. Most reported it was the worst flu ever, with many still not regaining a sense of smell or taste weeks later. Two were hospitalized and put on ventilators, and are now home and slowly recovering. Only one had mild symptoms. Please wear masks when out and wash your hands frequently.

The virus has caused many disruptions and our Division has responded appropriately throughout. Our online meetings have been great and the clinics excellent. Committee meetings on Zoom and WebEx have been very effective. Our Virtual Piedmont Pilgrimage will be great. Not even a pandemic can stop the Piedmont Division!

This issue of the Timetable does not have a featured member layout as the shelter-in-place order came before I was able to make arrangements. It does include the three meetings where we were able to meet in-person, which seems like a lifetime ago. I actually considered showing these images in sepia tones.



SFGATE.COM
Part of Lassen Volcanic National Park closed after angry otter bites swimmer



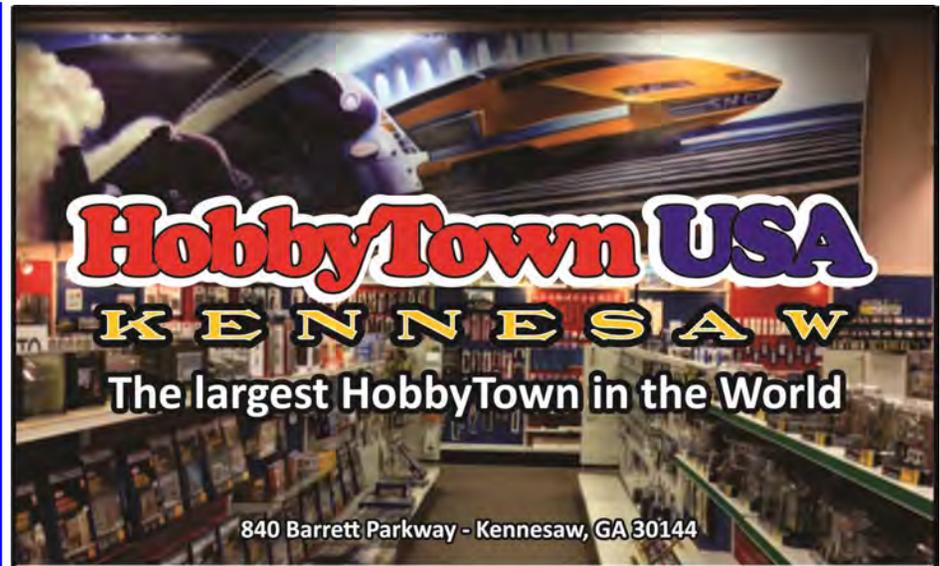
Who had "Angry Volcano Otters" for July? Anyone?

BobHarbison.com

—Jim Datka

TIMETABLE Editor and Publisher

jdatka@mindspring.com 770 772-1538



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Some exclusions apply. See store for details

ACHIEVEMENT PROGRAM NEWS



I am guessing that many of you have built some very nice models while sequestered at home. I know that in the last three months I have spent more time in the basement working on my trains than I normally do in a year's time.

Well, if you are interested in having those models evaluated for merit awards and you assumed the AP program is shut down right now, the good news is that it is not!

As your AP Division Chairman, I am always available to answer your questions and to provide you with help on the paperwork for AP certificates. So now that you've had time to work hard building those beautiful models or perhaps scenery, why not let your efforts be rewarded with merit awards or AP Certificates. I can always arrange for a team of judges to evaluate your models—at your place or at a mutually agreed upon location.

There are still a number of active Division members who undoubtedly have sufficient points to earn the Volunteer AP certificate, but have not taken the time to fill out the paper work. Now may be a good time to do that. Each time you are a host on the Piedmont Pilgrimage you earn 3 points. Each time you serve as an operator assistant on the Piedmont Pilgrimage you earn 3 points. If you serve on a Division committee, you earn points for each month of service. The points can accumulate quickly over the years. Start documenting the points right now.

The Electrical AP Certificate is another popular certificate. If you have a model railroad, then you need to document how you have wired your layout. Such drawings and wiring diagrams are the major part of the required "paperwork" for this certificate. Your own model railroad does not necessarily have to meet all the required electrical features. For instance, one required feature is a reversing loop, a wye, a turntable, or some way to turn a locomotive. If you have installed and wired such a feature on a club layout, on a friend's layout, or even on a display board, that counts. If you need help on the Electrical Certificate, you can always ask your AP Chairman for advice.

Doing the paperwork for AP certificates is not that difficult. There is a lot of help on the NMRA website (under "Education" and then "Achievement Program"). In many cases, examples are provided, particularly for the Electrical certificate.

Congratulations to the following for completing all the requirements and earning AP Certificates:

Dottie & Joe Maiuro	Association Volunteer
David Rever	Master Builder - Structures.

On the Division's website you can find an EXCEL spreadsheet which contains a list of all the members who have AP certificates and which certificates each member has earned. Golden Spike Awards are also listed on this spreadsheet. You can find this spreadsheet under "Education" and then "Achievement Program". It is directly below the photograph of some of the Division's MMRs.

—Charles Mason MMR

Piedmont Division Achievement Program Chairman

candmjason@att.net 770 993-1589

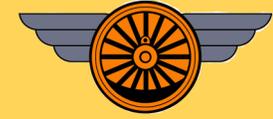
TYLER GELMINI NEWS!



Proud father David has passed along pictures of Tyler graduating cum laude from Kennesaw State University with a BBA in Marketing, and with his fiancé, Mackenzie Raines. Tyler was hired by Hapag-Lloyd as a Trade Manager for Middle-East shipping routes and will be working from their National Headquarter offices in Piscataway, New Jersey.



ANNOUNCING THE 2020 "VIRTUAL" PIEDMONT PILGRIMAGE



As your new Piedmont Pilgrimage Chairperson, I am pleased to report the Committee is hard at work on this year's Pilgrimage which, coming this fall, will be "**an online tour of the Atlanta Area's great model railroads.**" We are doing our best to meet some very unique challenges. Losing our long-term Chairperson Gary Jarabek is foremost among them, and this year's Piedmont Pilgrimage is dedicated in his memory.

The 18th annual edition of this celebrated event is "going virtual" in response to the ongoing Covid-19 pandemic. The safety of our hosts and visitors is of utmost importance. Having groups of people gathering in our basements and train rooms is just not practical this year.

The "virtualized" Pilgrimage will consist of 10-15 minute video programs of each featured layout, followed by a 20-30 minute online question and answer session with one of the day's featured hosts. The videos will be uploaded to YouTube, and the links will be posted on the Division's Pilgrimage website piedmontpilgrimage.com. The videos will be scheduled for release on each Saturday and Sunday from October 31st through November 22nd. All videos will remain online once they are released.

One of the best things about the Pilgrimage is the chance to ask layout owners questions and learn from these outstanding modelers. We want to keep that opportunity going. Where practical, we hope to provide live online visitor interaction with some of the layout owners to answer questions on the same day their video is released.

We think this year's online program will provide an exclusive first look at the brand new "quarantine" modeling currently being done in isolation. It will also be an excellent opportunity to "tour" some of the more remote layouts in the greater Atlanta area. The Committee is currently taking inventory of layout videos our hosts may already have, and making plans to produce the new videos needed to fill out the program. We've got a big job ahead of us!

The Committee's layout coordinator **Charlie Mason, MMR**, recently contacted our hosts from past years about participating in the new online format. To date, more than fifty hosts have responded with interest. We believe sixty will be about the maximum number we can accommodate. If you have a layout that has not been included in the Pilgrimage before, and would like to be included in our online-only event this year, please contact **Charlie Mason** candmjma-son@att.net or **Mike Deaton** mdeaton@mindspring.com right away.

Without the need for addresses and directions to open houses, a Tour Booklet will **not** be produced for this year's Pilgrimage. As a result, we have no plans to solicit new print advertising, including the traditional "pike ads." However, where still applicable, the 2019 ads will remain on the website, in appreciation of all our patron's support in the past. The Committee's advertising coordinator **Jim Foley** gardenrailroadjd@gmail.com will be contacting all of our supporters soon to verify their current information. Also contact Jim if you would like new or additional pike business cards printed.



On behalf of the Pilgrimage Committee, thank you for your support in these challenging times. We hope you will join us this fall for our "virtual" event, and we very much look forward to presenting our traditional open house program once again in 2021! Please refer to the Division's Piedmont Pilgrimage website for updates and more information.

- **Mike Deaton, Piedmont Pilgrimage Chairperson**

mdeaton@mindspring.com

404-272-2070



SERx 2020 VIRTUAL CONVENTION

SATURDAY JULY 25TH



Please join us for the inaugural SERx Virtual Convention Saturday, July 25th. SERx is a series of live online clinics available at **no charge**. The first clinic begins at 8:00 AM with multiple clinics starting at the top of each hour, giving you plenty of clinics to choose from. Our final clinic finishes at 6:00 PM.

The clinic schedule is available on the SER website at ser-nmra.org/serx-2020-virtual-convention. On Friday, July 24th links to all clinics will be posted on the website so you can join a clinic directly from the SER website.

Did we mention this is FREE? You do not need to be an NMRA member to enjoy these clinics. If you are an NMRA member, please share this with fellow hobbyists and tell them about the benefits of membership in the National Model Railroad Association.

	STREAM ONE CLINICS	STREAM TWO CLINICS	STREAM THREE CLINICS
8 AM	How I Built Grandpa's Gas Station Jim Gore MMR®	JMRI Operations with No Paper Steve Todd	
9 AM	Remote Control (RC) Cars Martyn Jenkins	Quick Assembly of an HO Scale Layout Designed for Operating Sessions Stephen Sprinkle	Basic DDC Decoder Installation Thoughts Nick Santo
10 AM	Foam Scenery Mike Mackey, MMR	Modeling A Military Flat Car Load Perry Lamb	Modeling Bar Mills Kits Art Fahie, Bar Mills Scale Model Works
11 AM	Scratch-building Western Maryland Railway Structures and More David McG	Protothrottle.com Scott Thorton, Protothrottle	The End of the Line-Selling your Trains Scott Griggs, Trainz
12 PM	Trees for Your Layout Jonathan Small	PVC Terminal Strips for Insulation Displacement Screws Carl Blum	Overview of The Canadian Canyons N Scale Layout David Popp, Model Railroader Magazine
1 PM	AK Weathering Pencils, Wet Pallets & Dry Brush Weathering Pete Steinmetz	Arduino & Raspberry Pi'S-Oh My Tom Gordon	Overview of Tsunami Steam Decoders George Bogatiuk, Soundtraxx
2 PM	Dead Rail Pete Steinmetz	Trees as Supporting Actors Chuck Jenkins	Mission Models Paints Jon, Mission Models US
3 PM	Porches and Lights on Schedule Speed	Modeling a Walthers Structure to Look Real Walt Liles	Next Generation: Model Railroaders James Knabb
4 PM	TBD Edward M Koehler, Jr	Prince, WV: Modeling A Real Place Using an N Scale T-Trak Module Craig Laing	Overview Of Tsunami Diesel Decoders George Bogatiuk, Soundtraxx
5 PM	From Track Charts To Track Plans Gordy Robinson		



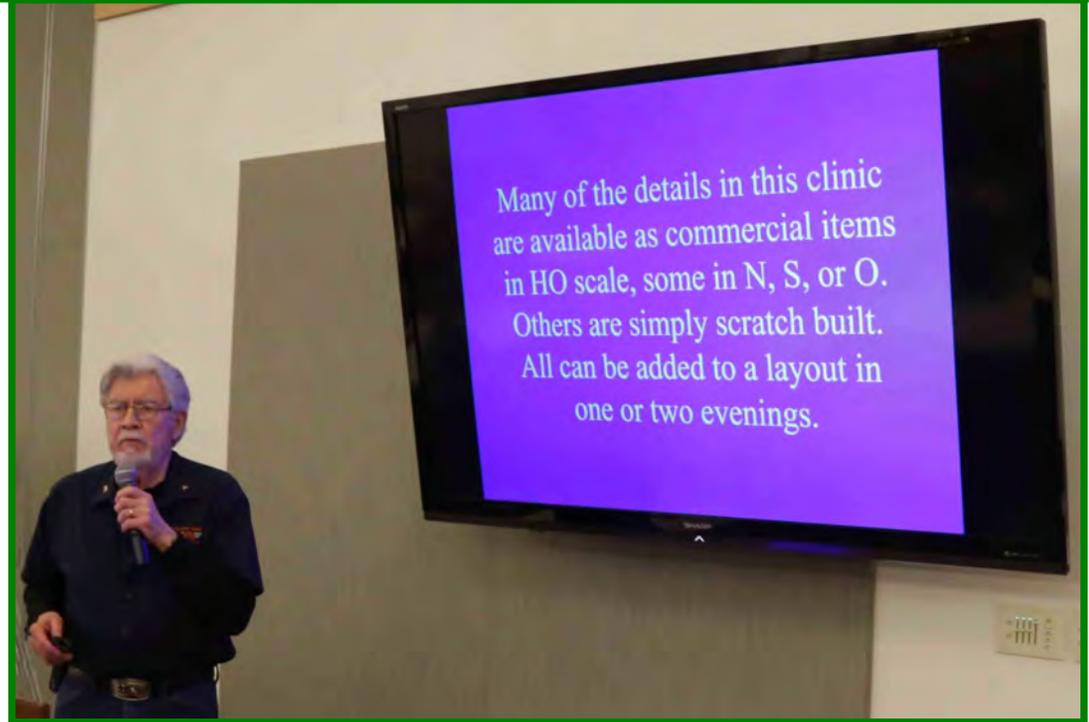
PIEDMONT DIVISION'S JANUARY MEETING

PETER YOUNGBLOOD MMR®: MODELING DETAILS ALONG THE RIGHT-OF-WAY



There are many items found along side railroad tracks that are essential for safe and efficient operation. Adding even small details can make a more interesting and realistic model railroad.

Peter described many of these often overlooked items and described their function on prototypes. He showed where these are available from model railroad manufacturers in all scales, as well as how you can quickly make them yourself. He also showed how and where they should be installed correctly.



SALLY BANDO PRESENTS PETER WITH A CERTIFICATE OF APPRECIATION FOR HIS PRESENTATION

JANUARY BOARD MEETING



Photos courtesy of James Bando



MEMBER APPRECIATION AND SERVICE AWARDS



CHARLIE MASON AWARDS CERTIFICATES OF APPRECIATION TO MARK REED, TIMOTHY MUNNELL, GARY FISH AND STEFAN BARTELSKI FOR THEIR FIRST TIME PARTICIPATION ON THE PIEDMONT PILGRIMAGE



Photos courtesy of James Bando

SUPERINTENDENT WALT LILES PRESENTS ROYAL BRUCE WITH A PLAQUE IN HONOR OF HIS OUTSTANDING SERVICE TO THE PIEDMONT DIVISION AS DIRECTOR AT LARGE

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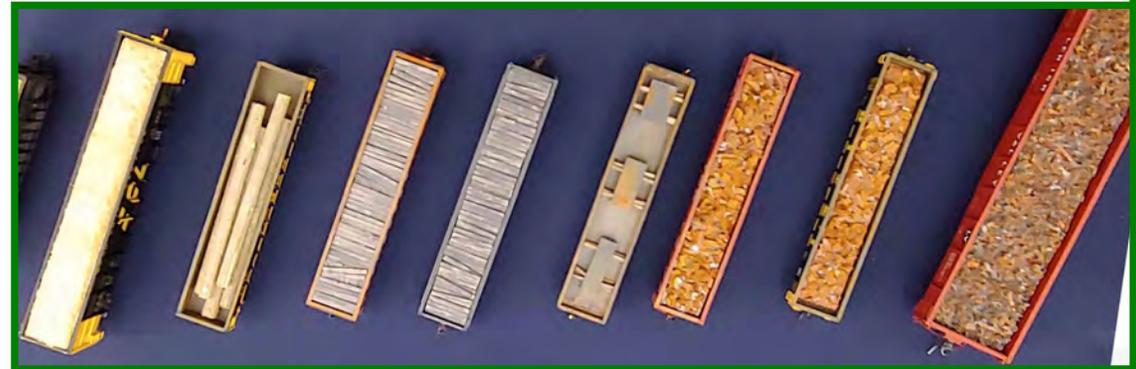
PIEDMONT DIVISION'S FEBRUARY MEETING

JOE SULLIVAN: OPEN LOADS FOR GONDOLAS

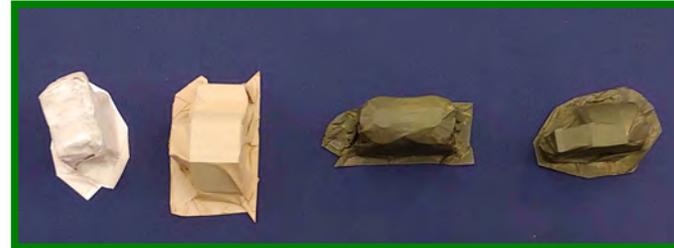


Open gondolas are used by many industries as well as by railroads themselves for maintenance-of-way activities. There is no limit to the possibilities for loads. An empty gondola on your layout is a terrible thing to waste.

Joe described just a few of the countless loads for these useful and abused pieces of rolling stock. He showed step-by-step how he simulates aggregate, sheet steel, scrap material and tarp covered equipment loads. Joe also presented a nifty jig for painting and detailing gondolas made from styrene. And of course he showed how he uses his favorite building material—Lego® blocks—to make forms for aggregate loads.



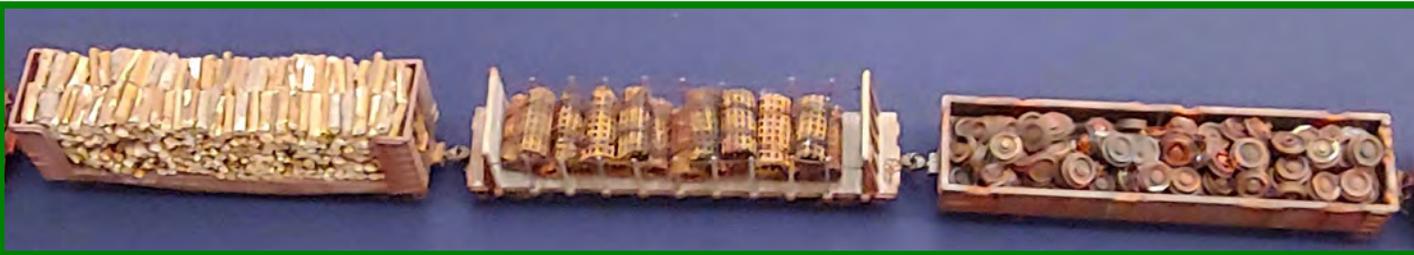
JIG TO HOLD GONDOLAS FOR PAINTING AND DETAILING



Photos courtesy of James Bando
and Jim Datka



PIEDMONT DIVISION'S FEBRUARY MEETING BRING-AND-BRAG: OPEN GONDOLA LOADS



THE MANY EXAMPLES BROUGHT BY
PIEDMONT DIVISION MEMBERS
DEMONSTRATED THE POPULARITY
OF MODELING OPEN GONDOLA
LOADS



Photos courtesy of James Bando and Jim Datka



PIEDMONT DIVISION'S FEBRUARY MEETING MEMBER APPRECIATION AND SERVICE AWARDS



DOTTIE AND JOE MAURO ARE AWARDED CERTIFICATES OF ACHIEVEMENT—ASSOCIATION VOLUNTEER FOR THEIR EXTENSIVE SUPPORT OF THE PIEDMONT DIVISION



ALAN MOLE AND STEFAN BARTALSKI RECEIVE THE CERTIFICATE OF APPRECIATION AWARDED TO COUNTRY ROADS MODULAR CLUB FOR THEIR WORK CREATING THE INCREDIBLE 2020 RAFFLE LAYOUT



GARY FISH, JERRY KNAZEK, JIM DATKA AND CHAIR JOE SULLIVAN RECEIVE CERTIFICATES OF APPRECIATION FOR THEIR WORK CREATING THE N SCALE AMBASSADOR LAYOUT

Photos courtesy of James Bando



PIEDMONT DIVISION'S MARCH MEETING

HARVEY GEORGE: *TIPS FOR A REALISTIC FREIGHT TRAIN*



The 20th century demonstrated tremendous changes in the railroad cars moving freight across America. Every era featured specific design attributes that were unique to that period.

Harvey presented a history lesson in the various features representative of each era from the types of construction and sizes, to truck design and other features that evolved to better support shippers and commodities. He presented photos of both models and prototypes, and provided practical tips to ensure your rolling stock accurately reflects the period you are modeling.



DAVID REVER RECEIVED A MERIT AWARD FOR HIS PATPSCO FALLS TRAIN STATION



RUSS BUNDY BROUGHT HIS CUSTOM PAINTED G SCALE GONDOLA FOR BRING-AND-BRAG

Photos courtesy of James Bando

1981
RIVERDALE STATION

*As Mark Twain might say,
 "The rumors of my retirement have been greatly...
 ...exaggerated"*



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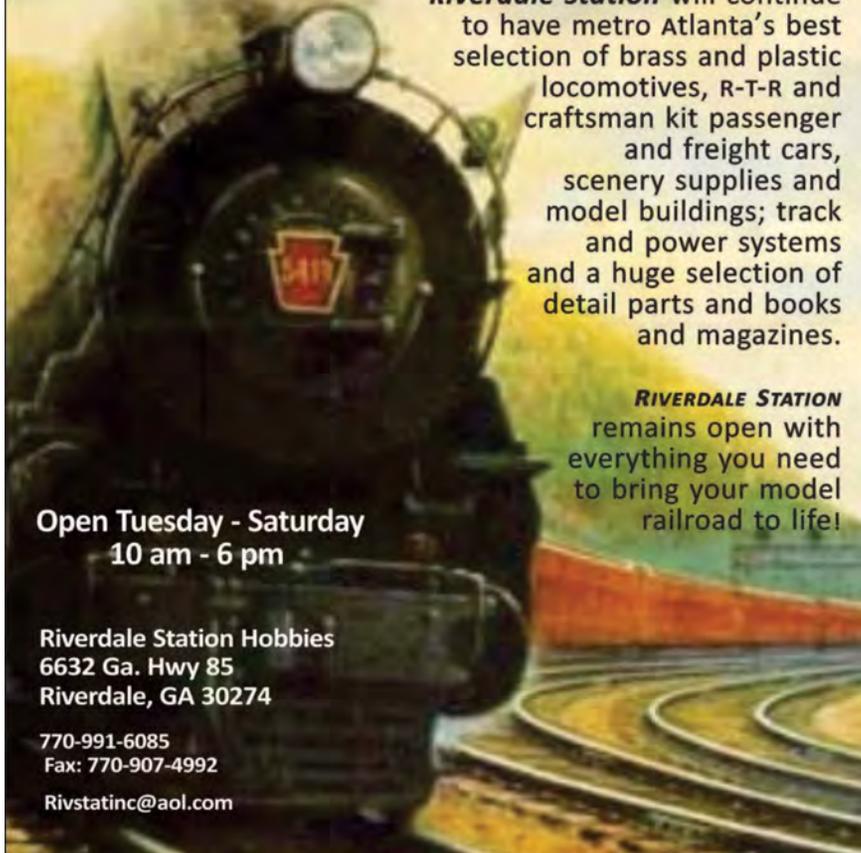
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FIRST-TIME PIEDMONT DIVISION MEETING ATTENDEES



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JAXSON EVERSOLE



TERRY GALLOWAY



JIM HALSEMA



BRIAN MARTIN



MICHAEL THIDEMANN

BUILDING A CLASSIC KIT

BY CHARLIE MASON MMR

In the period from the 1950's through the 1970's Suydam produced a line of HO-scale building kits which were very popular with model railroaders. These kits all came in yellow boxes (Figure 1). Essentially there were two types of Suydam buildings -- one consisted of wood and cardstock (mat board) materials and the second type was corrugated metal. These kits can still be found at swap meets and on Ebay.



Suydam yellow box structure kits

Many of the wood and cardstock kits became classics and can still be found on older model railroads. Some examples of this type of kit were the Swift Meat Packing Plant (Figure 2), the Union Ice Company, Bekins Storage Warehouse,

the Modern Diesel House, Your Hobby Shop (Figure 3), and the Follies Theater (Figure 4). If you were patient, followed directions, properly braced the interior walls, and used solvent-based paints (most hobby paints in this time period were solvent-based), these kits produced nice structures.

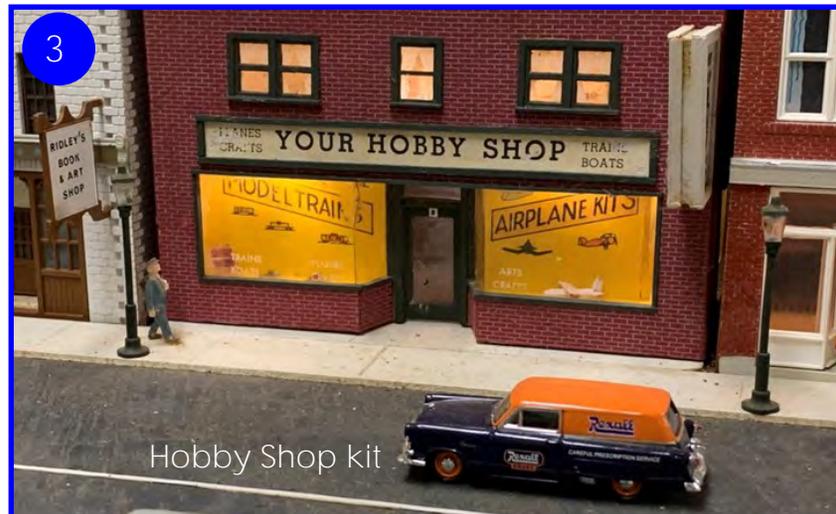
On the other hand, the corrugated metal siding kits were much more difficult to build because they required extensive soldering skills using a large, flat-tipped, 80 to 100 watt soldering iron. Examples of the metal siding kits included a 2-stall engine house, the Furniture Factory, many mining buildings, warehouses, and sawmills. Many of these

kits were never finished because the builders gave up in frustration. Furthermore, if the flux from soldering the metal sides together was not properly and completely cleaned off, the metal siding oxidized or corroded if it was not painted.

Years ago I was given about ten of these Suydam corrugated metal building kits by a good friend and fellow modeler. This fellow probably had the kits sitting on one of his shelves for years intending to build them one day. However, a stroke took away his fine-motor skills and so he passed along the kits to me, knowing that I would one day build them. Previously, I had finished for him the 2-bay engine house that he had started.



Swift Meat Packing Plant kit



Hobby Shop kit

During this time of isolation I decided to tackle some of the Suydam metal building kits sitting on my shelves.

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BUILDING A CLASSIC KIT

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The good news is that modern -day adhesives have eliminated the need for soldering the corrugated metal siding. I have found that a quick-setting epoxy cement, such as JB Weld, works best for joining the sides, the roof, and any other high-stress joints. CA gel-type adhesives work with low-stress joints. Alene's Quick-drying Tacky Glue works well to attach wood or styrene pieces to the corrugated metal siding.

The first kit I built was The Mine Company Mill, kit #18, a two-story manufacturing building. Upon opening the box, I discovered someone long ago had started to work on the kit and had given up after soldering a couple of the angle braces to several of the metal sides. In the years following, the interior sides of the corrugated metal had badly corroded and oxidized. Most people would have considered it a basket case; but I decided to give it a try. I first tried to remove the rust using a brass wire brush. Next I tried using a wire brush attachment in a Dremel motor tool. Then came the Naval Jelly. None of these methods completely removed the rust and oxidation to my satisfaction. So I spray painted the sides, both inside and out, with a gray



Rustoleum paint and then followed with an aluminum colored paint. After preparing the corrugated metal pieces, the assembly using the above-mentioned adhesives went smoothly. Light weathering was added using PanPastels. Signs have not been added because I do not know yet how I plan to use the building (Figure 5).

Satisfied with my efforts on this first building, I decided to build The Mine Hoist House, kit #17; but I would leave off the upper story and make it a one-story building. The metal pieces in this kit were in excellent condition and assembly was straight forward without any problems. I painted the building before adding the windows and followed with a heavy weathering using PanPastels. The completed building is shown in Figure 6. The double doors on the side do slide open. This building could serve as a small warehouse, a body shop, a woodworking shop, a small repair shop, or many other uses.



Nowadays you can buy styrene sheets which represent corrugated metal. You can also buy embossed cardstock which is made to resemble corrugated metal. But I had these old classic kits sitting on my shelves just waiting to be built. And I did enjoy building them. Look for them at swap meets.

This story has an ironic ending. After I finished the buildings, I took some photographs and wrote a letter to my old friend thanking him for the kits and showing him the finished products. A day after mailing the letter and photos to him, I received word my friend had died just days earlier.

—Charlie Mason MMR

COUNTIN' RIVETS: HO GAUGE RAPIDO® TRAINS DCC GE B36-7

BY RAYMOND STEWART



If you are a modeler that models the 1980's to the late 2000's, in particular Seaboard System (SBD), CSX, Conrail (CR), Southern (SOU), Norfolk Southern (NS), Santa Fe (ATSF), Southern Pacific (SP), Cotton Belt, or Transkentucky Transportation Railroad (TTI), then the General Electric B36-7 is a model that you will definitely want to have on your roster.

For many years, this has been a model that has been missing from the market. There may have been some brass models produced by importers, but they do not compare to the quality and detail of the new RAPIDO TRAINS model of this GE product. This model could have been kit bashed by rebuilding most any GE model shells and adding the correct number of hood engine doors and grills to the rear of the model. However, getting the correct frame length would have definitely taken some work and skill.

The GE B36-7 was built in Erie, PA from 1980 to 1985 with the last and most units going to the Seaboard System. On the SBD, CR and later CSX, these units could be found in their prime hauling intermodal trains. After the introduction of the GE Dash 8-40 CW (6 axle) these units were then found in general freight service and company MOW service.

The B36-7 could produce the greatest amount of tractive effort of the four-axle Dash 7 models: 65,725 pounds starting and 64,000 pounds continuous tractive effort. The locomotive featured a 7FDL16 prime mover turbo charged to 3,600 hp, length of the unit is 67 feet 3 inches long.

OWNER	ROAD NUMBER(S)	QUANTITY	BUILT
Conrail	5000-5059	60	1983
Exxon (Columbia)	1001-1008	8	1983-84
Santa Fe	7484-7499	16	1980
St. Louis Southwestern Railway (SP)	7770-7773	4	1980
Seaboard System	5806-5925	120	1985
Southern Pacific	7754-7769	16	1984
Southern Railway	3815-3820	6	1981

The model is very well detailed and closely matches prototype photos. Granted, there are slight differences from unit to unit on the actual locomotives while the basic models are all the same. There are paint scheme variations to provide the modeler with some differences while having the same road name.

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COUNTIN' RIVETS: RAPIDO® TRAINS GE B36-7

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One great feature is the handrails. The main railing that runs horizontally through the stanchions is brass wire while the stanchions are plastic. This provides good durability and prevents the warping that is common among plastic handrails. There are traction motor cables, airline piping, see-through steps, layered etched metal radiator screens, and too many more separately applied details to list.

The DCC and sound version is equipped with an ESU LOK sound decoder. While some competitors install a "Keep Alive" unit, this model is not factory equipped with that feature. Some (not all listed) of the functions of the decoder are:

- Flange squeal
- Ditch lights
- Switching mode
- Doppler horn
- Classification/marker lights if equipped

I was very impressed with the sounds and the operation of the locomotive once I was able to get it on the main line and let it run. The switching mode restricts the speed of the locomotive which is great if you are operating in a realistic manner. In the yard mode, you can have the number boards illuminated and the head lights on dim on each end of the locomotive. That was a really cool feature that I definitely enjoyed. The model comes with a manual featuring the appearance of the GE operating manual. Rapido is known for tossing in bonus items in the sound programming—if it was done on this model, I have not found it yet. The overall operational speed and settings out of the box are very good. Depending on the modeler, you could adjust the horns, bell, speed curve, etc. to your liking with the ESU Lok pro-

grammer or possibly the latest version of JMRI. The only items that I will be adjusting on my model are the horn and changing the CV's to independently control the



Photo by David J. Stewart
www.railpictures.net/photo/474662

illumination of the front and rear number boards.

The model that I ordered and used for this article is the CSX version. The diagram and parts list for this particular model are road specific. According to the drawings, these parts are specific to the CR, CSX, SBD and TTI version of the models. It shows and gives you the part number for every item on or in the model. However, I did find it just a bit odd that it is a three-column list with part one starting on the bottom left hand corner and going to the top of the page.

As with every model, there are things that are not perfect. With this model the only thing that stood out to me was the dimple on the long hood for the mounting of the SOU/NS walkway lights on each side of the car body. With a touch of weathering this will quickly disappear and not be noticeable.

My first thought was that this is an overly detailed model similar to the Atlas B30-7. Once I was able to see and operate the model on a layout rather than on a test track, I was definitely impressed.

My final thoughts on this model: well worth tracking one or as many as you can afford if you model any of the roads and era in which it was produced. It is a great gap filler in the modeling world for GE models. Like all/most model railroaders, I wish I could have several more of them but my wallet can't afford the number of these locomotives I would like to have on my roster.

—Raymond Stewart



Photo by Sid Vaught
www.railpictures.net/photo/165653

RESOURCE FOR DECORATING STRUCTURES AND VEHICLES

If you model the early 20th century, selecting colors and details can be tricky. I found this site—[shorpy.com](http://www.shorpy.com)—that features a tremendous selection of historical photos of people, places and things. Best of all, many of the black and white photos have been manually colorized by contributing artists. This is a great way to get ideas for your modeling efforts.

Be certain to also read the comments accompanying each photograph. In the example here, one commentator who actually saw this store front said they remember more pink and purple hues in the unfinished wood siding.

You can easily spend an entertaining evening exploring the past. The site also offers prints of the images.

—Jim Datka



Country store in July 1939 Gordonton, North Carolina

Source: www.shorpy.com/node/11281



GETTING WIRED

WITH TOM GORDON

WIRING FOR RELIABLE RUNNING

Over the years, I have discovered (the hard way) that there are things a layout needs to have that helps ensure the trains keep running. There are always the mechanical things like turnout operation, engine reliability, wheel gauge, coupler heights etc., but here let's look a bit at the electrical supply part.

The most reliable way to power a train without ever having to worry about the track is battery. OK, most of us can't use batteries (yet), what else can be done to prevent problems?

DON'T POWER TURNOUT RAILS VIA THE POINTS

This might be a pain, but turnout power routing via the points is a guaranteed recipe for failure. This is, in my opinion, one of the most common reasons for power failure. What's the resolution? Wire all the turnout rails with strong mechanical or soldered connections. Track gets dirty, we clean the tops of the rails, but rarely the sides. The slightest mechanical movement could cause loss of continuity, resulting in a stalled engine on the turnout.

If you use keep alive/stay alive or what have you type devices, this is less of a problem, but it is best to use that technology for the exceptions not the rules. Good point connections are especially nice to prevent problems when a guest brings a personal locomotive to operate.

On my new layout I'm no longer hand laying turnouts, but all commercial turnouts seem to have problematic connections with turnout points.

My PECO and MICRO ENGINEERING turnouts require a bit of benchwork time to connect wires between the points, closure and stock rails to ensure long term continuity. This is illustrated on the next page.

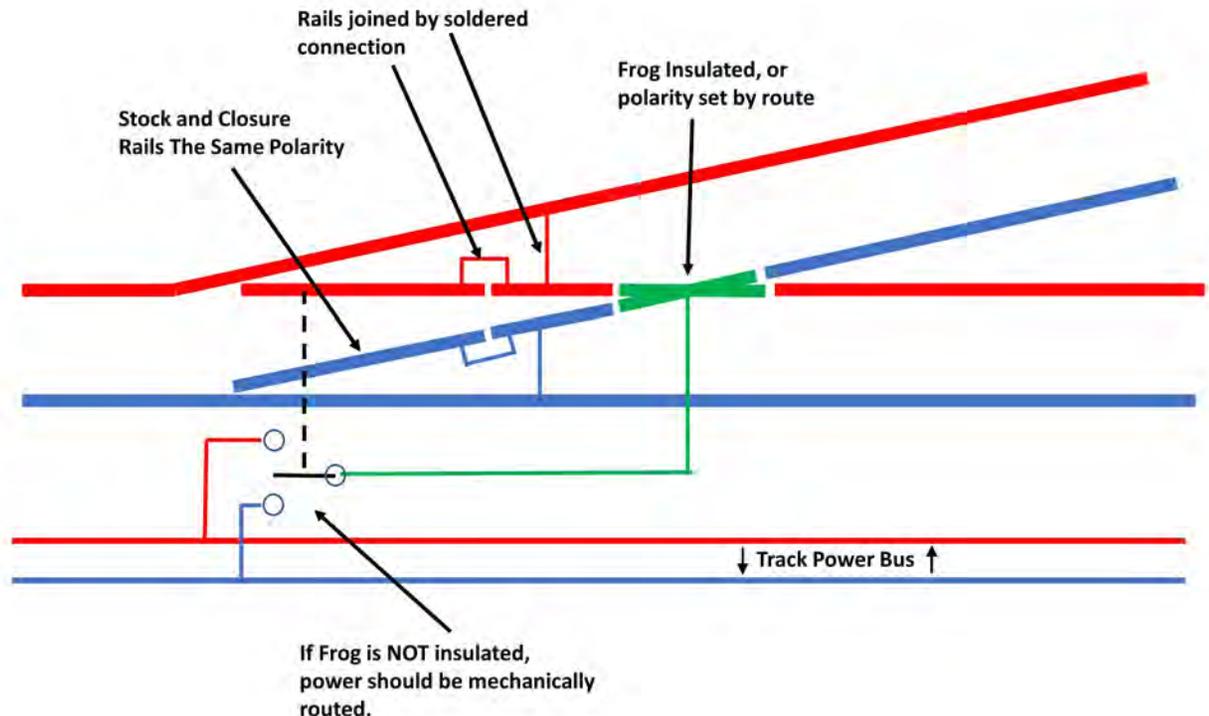
Other manufacturers' turnouts require different approaches but are usually easy enough to modify. Just don't wait until after installation to find you need to do this!

Frogs, when powered, are isolated and fed juice from contacts on the actuating Tortoise.

If soldering to the frog is difficult to accomplish, make sure the flux is designed for the cast metal. I have had good luck with SUPERSAFE FLUX available at H&N Electronics (WWW.HNFLUX.COM).

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TURNOUT POWER ROUTING



GETTING WIRED

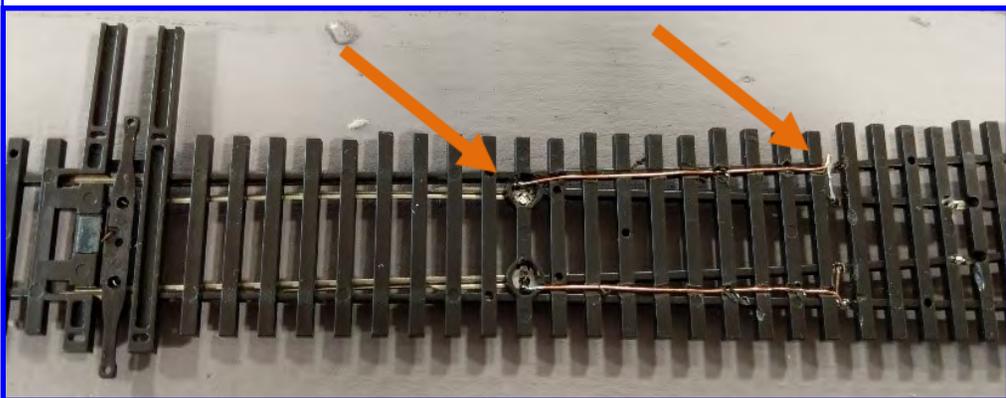
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I've included a couple of pictures of MICRO ENGINEERING and PECO turnout modifications to illustrate how to do this:

PECO MODIFICATIONS

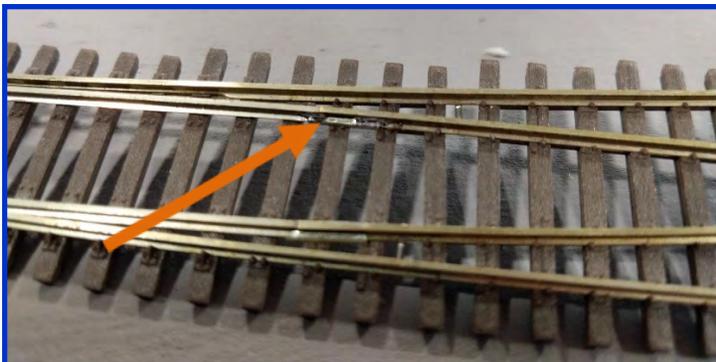
With Peco 'Insulfrog' turnouts shown here, I do this on the underside of the turnout (usually) on the workbench.

Peco 'Electrofrog' turnouts requires an additional removal of two jumper wires between the closure rails and the frog, along with installation of a separate lead to the frog (which is usually included by the manufacturer anyway.)

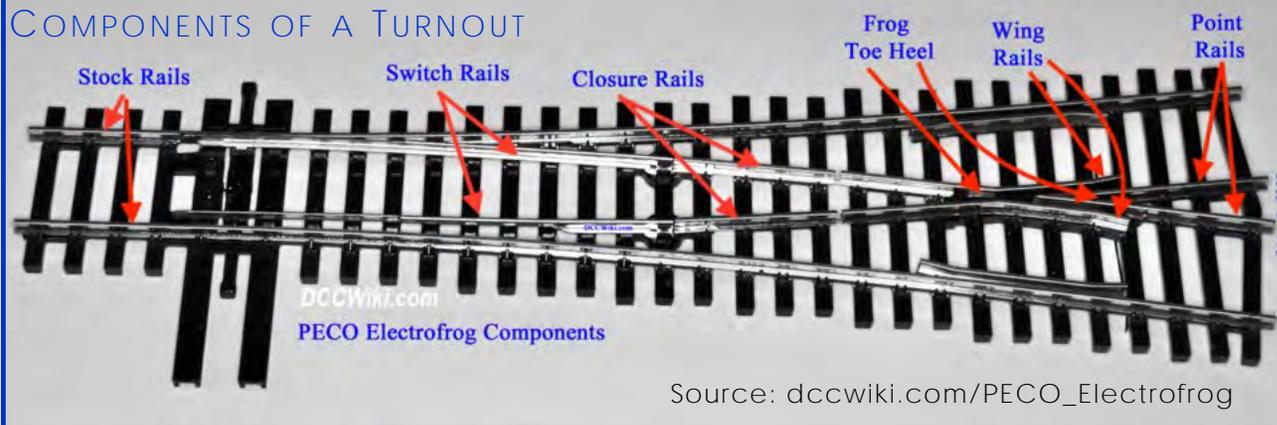


MICRO ENGINEERING MODIFICATIONS

Center the throw bar and lightly solder the rail joiner connecting the switch rails and the closure rails. The points still move quite freely after this.



COMPONENTS OF A TURNOUT



MAKE SURE TRACK CONNECTIONS ARE SOLID

Provide a solid power source for EVERY rail piece on the layout. That connection should be soldered. Rail joiners get dirty and stop reliable conductivity after a few years. They are good for alignment, but not electrical connections. Yes, this is a pain on pre-weathered track, but I, for one, prefer installing shiny rails, and painting them later. If you cannot drop a wire to each rail, make sure one of the ends is soldered to another piece that has a soldered wire connection. With Code 83 rail, you really shouldn't have more than 3' of track between an engine and the feeder. This is due to the 'nickel-silver' rail having fairly poor conductivity.

Another thing that is useful is to use really good solder in feeder connections. What's good solder you say? I use a silver alloy that solidifies as hard as a rock. One warning: silver solder usually requires special flux. Use a flux designed for electronics, and please don't use acid flux!!!! Again, my favorite source for solder and flux is H&N Electronics (www.hnflux.com).

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GETTING WIRED (CONTINUED FROM PREVIOUS PAGE)

MAKE POWER DISTRICTS

Nothing is more annoying than having your train suddenly stop for an unknown reason. The first reaction is: 'What did I do?' followed by an immediate clockwise twist of the throttle knob. This is most problematic when your train is not the culprit.

Providing breaker protected power districts can help prevent confusion and provide a quick indication as to the location of the problem. There are many ways to accomplish this (details are beyond space allowed here), but you can check WIRINGFORDC.COM for ideas. It is also good (although annoying) to have an audible alarm to indicate a short circuit.

HAVE BACKUP POWER PLANS

You should build some sort of redundancy in your layout for that time, just before an open house, when a power booster decides to cash in its chips. Either have a spare booster or provide deactivated wiring between 2 boosters so the affected district can tap into another district to resolve the emergency.

This should also apply to DCC controllers. A spare is good to have, or a friend with a compatible system that can be borrowed is a great backup.

Enough of prevention for now – I'll dig into busses next time.

—Tom Gordon

Piedmont Division Achievement Program Update

if you're interested in having them evaluated for Achievement Program Certificates or Merit Awards and assumed the AP program was shut down right now, the good news is it's not! Frank Koch, NMRA National AP Chair, has approved virtual evaluating as it pertains to elements of several AP Categories.

Furthermore, on site evaluating can continue while still maintaining recommended COVID-19 precautions. Piedmont Division AP Chair Charlie Mason, MMR.candmjason@att.net is ready to answer your questions and provide you with additional information. So now that you've had time to work hard building those beautiful models, why not let them reward your efforts with points earned towards Merit Awards and AP Certificates? Besides, we'd all like to see what you've accomplished!



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BUILDING STRUCTURES FOR THE DIVISION'S N SCALE AMBASSADOR LAYOUT

BY JIM DATKA

I was very anxious to participate in the N Scale Ambassador Layout project both to learn scenery techniques and to force me back into model building after a nearly 50-year hiatus. My last serious project was a model of the U.S.S. Constitution (aka "Old Ironsides") I built while in high school.

Working on the PIEDMONT & BLUE RIDGE RAILROAD with Joe Sullivan, Jerry Knazek, Scott Chatfield and Gary Fish was a pleasure and a great learning experience. Special thanks to Steve Funsten at Blue Ox for putting up with our noise and mess. Hopefully these trying times will soon end so we can get back at work on this traveling layout.

I tackled two model kits: Blair Line #090 Fred & Red's Cafe and Mountaineer Precision Products #942N C&O Standard #2 Station Kit. I donated the small diner which was a kit I purchased sometime back and allowed to collect dust.

Both kits were laser-cut wood models and I started by spraying all of the laser cut wood with two coats of Krylon® gray primer.



FRED & RED'S CAFE

This was a simple wood kit that went together with little effort and no difficulties or errors on my part. The peel-and-stick moldings were a very welcome step. I did add some interior bracing where the walls met to increase durability as this structure will get a lot of handling. I also added over-sized angle brackets (16 scale inches) to secure the "EAT" sign to the roof for the same reason.

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DIVISION'S N SCALE AMBASSADOR LAYOUT

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As the Ambassador layout was planned to represent the 1970s era or later, this 1940s style diner needed to show some age. I gave the lap siding a coat of light gray acrylic paint and then dry brushed on a thin white coat to give it a neglected appearance. I also used a scratch brush on the red painted trim so some of the gray primer would show through.

A black ink/alcohol wash gave it a layer of grime and helped bring out details like the fine N scale nail holes. I applied a decal to a blank wall and distressed it gently with a fine wire brush—I was very pleased how it looked like a painted sign that had faded.

I added some details: electrical service entrance on the back side and plumbing vent pipe and exhaust hood on the roof. I painted the vent pipe black to represent cast iron pipe which was commonly used at that time. I spent a lot of effort with washes and PanPastel to make the rolled roofing look its age, and added two more recent patches.

Two features were included that I did not install. A non-functioning outdoor light on a delicate gooseneck would never survive the handling of a travelling layout. I also left off the burglar-bars for the windows and doors. Our team did NOT create a crime ridden community.



PIEDMONT & BLUE RIDGE RAILROAD'S PIEDMONT STATION

This kit presented challenges largely due to the fine details being modeled in N scale. The batten board siding is exceptionally fine and needed slow and careful removal from the laser cut sheets. The bay window extension on the platform side was difficult to fit correctly. The two side wings were cut oversized and needed sanding to meet the wall profile.

As this is the station for the Piedmont and Blue Ridge Railroad, using our Division's orange and gray colors was a natural choice. I decided to do minimal weathering; a quick spritz of Dullcoat to reduce the sheen of the paint was sufficient.

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DIVISION'S N SCALE AMBASSADOR LAYOUT

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Windows. I knew that canopy glue had to be used to install the clear windows into their frames. Before I glued on the roof, I thought it would be cute to have some people inside the station looking out the windows. As the people were plastic and the floor wood, I simply grabbed my cyanoacrylate adhesive (CA), put down a nice dollop of glue and set the person's feet into it. As there were no more interior details to complete, I quickly glued on the roof with some Titebond and set it aside to dry.

Needless to say, the next morning the crystal-clear windows were now badly frosted. Lesson learned: the outgassing as the CA cured is as damaging as the glue itself on clear polystyrene.



Base. The base of the station consisted of three pieces. The interior floor piece is slightly smaller than the sub floor to provide a small vertical gluing surface and bracing for the walls. I used clamps and tape after gluing to keep things straight and square. The station had several internal walls to eliminate the need for additional bracing.

The third piece was the same size as the sub floor but was about twice as thick. As all three pieces had two coats of primer, I simply applied some wood glue and set the station on this base and left it to set over several days before I could bring it to the Ambassador layout team to show off my handy work.

When I went to pack the station for the work session, I was appalled. The bottom foundation layer had warped horribly and left gaps of up to 1/8 inch. The glue was dry and hard leaving the station on top at an awkward angle with a foundation that rocked back and forth. AARRRGH! Worst of all, this work session

was the last before the layout was to debut at the Southern Museum of Civil War and Locomotive History's Trains, Trains, Trains show.

After the show closed on Sunday, I took the station home to figure out what to do. The warped foundation had to be removed and done with as little damage to the station as possible. I started with a razor saw to cut through the glue. The teeth were disappearing faster than the glue. I took the heaviest blade I had for my hobby knife and tried cutting the glue, but quickly decided that adding my own blood to the model was not a good solution.

I decided that my only viable option was to slowly pry the base from the station subfloor in order to remove the warped foundation. And I do mean sloooooowly. It took two evenings before it was removed. The most difficult aspect was removing the glue from the bottom of the sub-floor. It took some aggressive chipping and cutting to remove any high points that would keep the station from lying flat.

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DIVISION'S N SCALE AMBASSADOR LAYOUT

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Even being careful, there was significant damage inflicted on the structure, especially on the edges of the subfloor. I first tried using putty to fill these gaps, but sanding the narrow edge smooth was not possible without causing additional damage.

I decided the fastest and easiest solution was to add a molding at the bottom of the structure to hide the damage. I had two options using material I had previously ordered for a future project. I had some strip styrene that was about 9 scale inches tall and strip wood that was about 12 scale inches high. I preferred the look of the shorter styrene strips, but this presented two problems. First, these strips were thinner than the moldings on the structure's doors and corners,

meaning I would need a jig to clamp these into place. Second, this would require using CA to adhere the plastic to the wood structure. I experimented using CA and an accelerator but decided the speed and adhesion was faster and more permanent than I could handle.



So, the wider wood strip was chosen. These strips were actually thicker than the door moldings, but that was easily solved by chamfering the vertical edges with a couple of quick passes of a sanding stick where it met the moldings. Being thicker than the moldings made clamping very simple.

Platform. One thing bothered me when I saw the station on the layout. The doors were at ground level meaning passengers were well below train level. A platform was needed for passenger safety and efficient deliveries. I decided to scratch build a platform to create a more functional and realistic station.

With just a few styrene pieces and shapes I was able to cobble together a passenger and freight platform in less time than it took to build the station. The biggest challenge was sizing the foot print into the space available on the layout. I traced the area on to a sheet of paper to serve as a guide. Even in this small area I was able to include a ramp for truck deliveries and access to the platform. I had on-hand a semi-truck and trailer that I weathered and had it making a delivery. As the truck had no brakes, I glued a small angle bracket to the ramp to hold the trailer in place.



The platform along the track is extended beyond the base of the platform structure to allow clearance over the plastic ballasting of the Kato Unitrack. As the wall below this extension is not to be seen once the station is on the layout, I just used scraps of the brick facing I used on the exposed vertical surfaces. I used these hidden walls to experiment with different painting and weathering techniques for the exposed brick face.

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DIVISION'S N SCALE AMBASSADOR LAYOUT

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The aspect I most enjoyed about these two builds was the weathering. Using ink washes and Pan Pastels is fun and easy. While I used minimal weathering on the station, it was a great way to make the painted concrete platform look realistic by adding grime and wear. I used Pearl Black on the rolled asphalt roofing for a realistic sparkle from the grit imbedded in the prototype material.

The diner was quickly transformed into a run-down dive after the addition of some dirt and grime. I used a barely damp paper towel to remove some areas where I applied too much powder. That not only removed the excess but blended the edges. It truly is mistake proof. I also plan to add a small base to the diner so I can extend the sidewalk that is part of the kit and have space for some outdoor dining and other details.

Next, I will be adding passengers, workers and freight to the station platform. I will glue some passengers to the railing along the steps and platform to give it some additional strength.



Hopefully the COVID-19 pandemic will end soon so we can get back to work and have the opportunity to display this travelling layout.

—Jim Datka





TRADITIONAL CLUBS

The Railroad Model Club of Atlanta (O-Gauge)

www.oscale-atlanta.info
 Terry Weldon 770 979-0473
 Bob Peppel 770 934-4067
 Meets every Monday at 7:30 PM

Tri-State Area Model Railroad, Inc. (HO-Gauge)

www.tsmri.org
 Thomas Roskelly 828 361-2210
 thomasroskelly@gmail.com
 Meets the first Monday of each month in Mineral Bluff

MODULAR CLUBS

Atlanta Interlocking Model Railroad Club (HO-Gauge)

http://home.earthlink.net/~wiles/
 Charlie Crawford, MMR 770 565-1845
 cacrawford@bellsouth.net

County RRoads (HO-Gauge)

www.countryrroadsmodular.com
 Morris Smith sawdustmaker@mindspring.com
 countryRRoads@earthlink.net

Chattanooga Modular Modelers

www.chatanoogamodularmodelers.org
 Mark McAllister 423 653-7487
 mlmcallister@gmail.com

North Georgia LEGO Train Club

www.nglfc.org questions@nglfc.org
 James Trobaugh 770 844-1076
 james.trobaugh@nglfc.org

Metro Atlanta N-Scalers (NTRAK)

Larry Graus Roadmaster 770 237-0094
 Charles Leak 404 262-2969
 Meets the first Tuesday of each month at 7:30 PM

North Georgia Modurail (HO-Gauge)

www.northgeorgiamodurail.org
 Jon Cook 770 993-9620

North West Georgia T-Trak Club

Kennesaw, GA
 Jim Nealand 678-358-9171
 casadiego86@gmail.com

OPERATING GROUPS

Atlanta Intown Model Railroaders

Inside-ish I-285
 Tom Gordon 678 643-6022 tgordon@mindspring.com

Boomers

Athens/Gwinnett/Commerce areas
 John Rieken jrieken916@gmail.com
 Saturday mornings—email for specific dates

Chattahoochee Express Operating Group

North Atlanta Metro
 Chris White 770 594-2618

Joint Railway Association of Georgia

www.dixierail.com
 Norm Stenzel stenzeln@mindspring.com
 Meets most Fridays

North Atlanta Rail Barons

www.northatlantarailbarons.com
 Howard "HOrn" Goodwin 770 529-2103
 horn69@bellsouth.net

North County Interchange

I-85/I-985 corridor
 Paul Rankin paul_r@mindspring.com

S-COG Southern Crescent Operating Group

South of I-20
 David Gelmini 770 707-5019 atcgel@gmail.com

OTHER CLUBS

Atlantic Coast S-Gaugers

www.trainweb.org/acsg
 Bob Lacheen Home: 770 578-9937 Cell: 404 431-8032

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

OTHER CLUBS (continued)

Georgia Society of FerroEquinologists

www.trainweb.org/gsof/
 Robert Hunt 770 428-3864
 Bob Hoenes 770 422-0081
 Meets the second Friday of each month at 7:30 PM at
 Covenant Presbyterian Church in Marietta

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
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 daniel@masonlawfirmga.com

Volunteer Garden RR Club

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