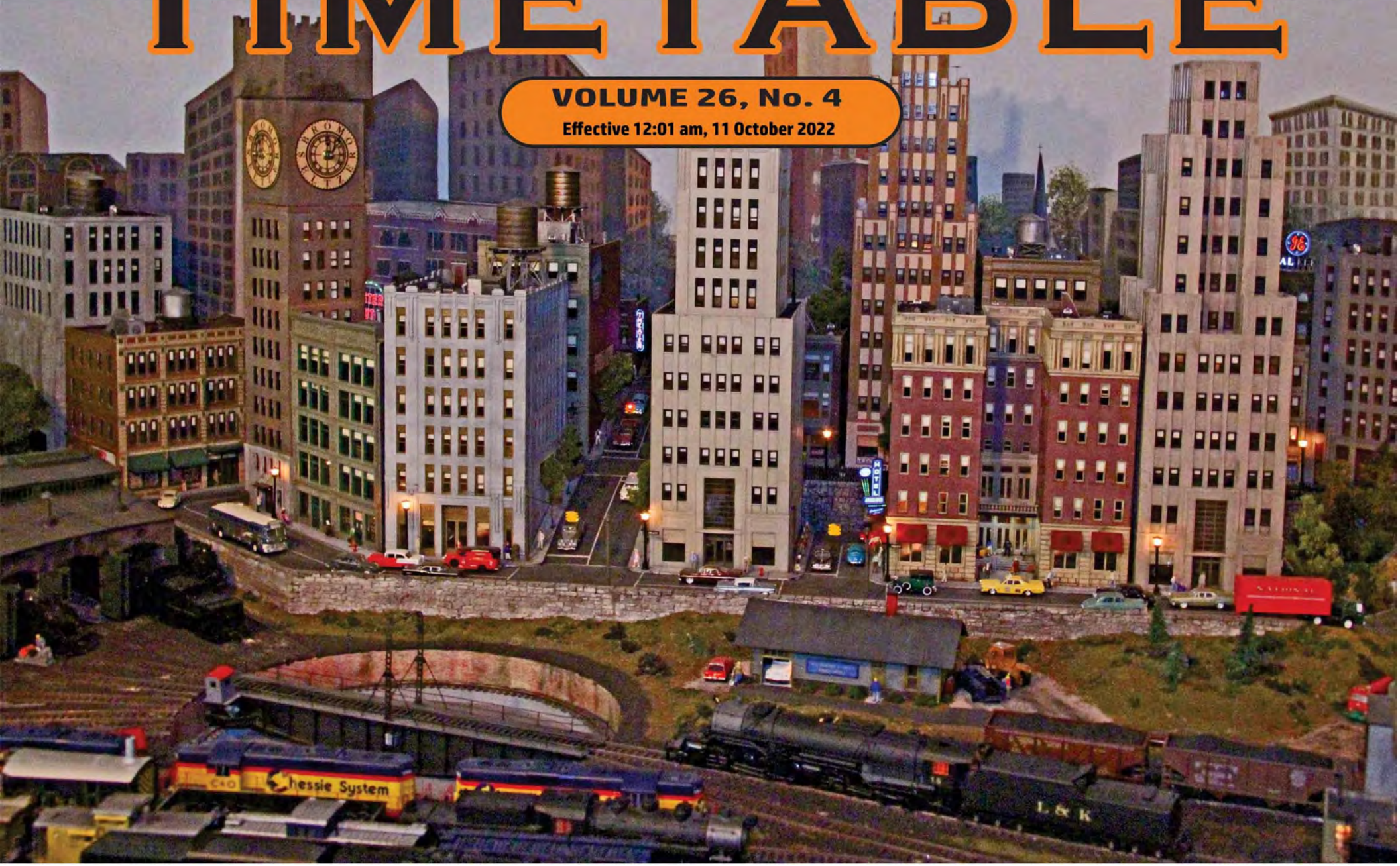




THE PIEDMONT DIVISION TIMETABLE

VOLUME 26, No. 4
Effective 12:01 am, 11 October 2022



PIEDMONT DIVISION

NATIONAL MODEL RAILROAD
ASSOCIATION



TIMETABLE

VOLUME 26

No. 4

Effective 12:01am, Eastern Time

TUESDAY, OCTOBER 11, 2022

Jim Datka Editor and Publisher

Doug Alexander. Associate Editor

James Bando. Photo Editor

CONTRIBUTORS

Mike Deaton Perry Lamb

Joe Sullivan Charlie Mason

Tom Gordon Jim Foley

Joe Nichols Jr

Deadline for the
1st Quarter 2023 TIMETABLE:

Wednesday, December 14, 2022

Send Submissions to:

timetable@piedmont-div.org

"WE'RE ALL ABOUT THE TRAINS"



THE YEARS KEEP ROLLING BY FASTER AND FASTER

Our cover is a photo of 1950s Baltimore as created by the gifted modeler George Bloodworth. His friends are selling the rolling stock and scenery from his HO L & K Railroad on October 15th and 16th. This is a tremendous opportunity to obtain some incredible items for your layout while supporting his family. There are more photos of his layout in this issue. We have had outstanding clinics in the last quarter. We are very fortunate to have talented members who can make presentations that are informative as well as entertaining. The upcoming clinics cover topics that are both sticky and technical. Don't miss them!

While attending our meetings virtually can provide an overview of the topic, being in the room makes the experience interactive and far more informative. We have been averaging about 50 in-person members at our meetings, which is half of what we had pre-pandemic. An additional 20+ people watch online during the meetings, with more viewing them later on our YouTube channel. Our December Holiday Party is a great opportunity to return in person. Bob Kelshaw has made great progress in creating a good virtual experience, but I don't think even he can make our potluck downloadable.

Co-chairs Mike Deaton and Joe Sullivan have the 20th Annual Piedmont Pilgrimage ready for an all in-person event starting Saturday, October 22nd. I am anxious to see what additions have been made to the fantastic layouts in our Division.

Hopefully you are visiting the Piedmont Division website regularly. The Pilgrimage site is also up and uses information entered by the layout owner to automatically generate the info previously included in the Pilgrimage booklet. If you have not already done so, please update the description of your rail empire in your profile.

To encourage you to visit the forums on our website, I am having a weathering contest for rolling stock. Details in this issue. The forum is a great way for the membership to ask questions, provide advice and even sell unneeded items.

I am still looking for layouts to feature in the *TIMETABLE*. I would love to have someone not on the Pilgrimage that wants to showoff their modeling abilities volunteer for a photo spread in the Q1 2023 issue. Just contact me.

COMMITTEE CHANGES

Lori and Peter Thomas have volunteered to lead the Division's Good and Welfare Committee.

We are quickly rolling towards a new year. I want to wish everyone a happy holiday season with your friends and family, and a safe, healthy and prosperous 2023.

Keep on rolling!

—Jim Datka

TIMETABLE Editor and Publisher

timetable@piedmont-div.org 770 772-1538

PIEDMONT  DIVISION
LEADERSHIP

SUPERINTENDENT (2022)	PERRY LAMB
superintendent@piedmont-div.org	770 218-9744
OPERATIONS (2023)	TOM GORDON
operations@piedmont-div.org	
FINANCE (2023)	JIM FOLEY
finance@piedmont-div.org	404 542-4660
ADMINISTRATION (2022)	JIM DATKA
admin@piedmont-div.org	770 772-1538
PERSONNEL (2022)	GARY FISH
personnel@piedmont-div.org	770 846-2222

DIRECTORS AT LARGE

DOUG ALEXANDER (2023)	JOHN STEVENS (2023)
doug_alexander@bellsouth.net	snevets4@bellsouth.net
404 272-2986	678-873-3770
JIM HOBBS (2022)	RAYMOND STEWART (2022)
jchobbs3@bellsouth.net	raystew@yahoo.com
404 316-7557	678 925-3270
BOB KELSHAW (2023)	JOE SULLIVAN (2023)
bkk151-UPTrainman@yahoo.com	joesullivanx2377@gmail.com
678 224-1261	770 630-1915
HANK PRIMAS (2022)	PETER THOMAS (2022)
hprimas@gmail.com	peter3292004@gmail.com
301 706-7932	404 435-5684

SUPERINTENDENT EMERITUS

PETER YOUNGBLOOD MMR®
santaferailway@aol.com 770 966-1661

PIEDMONT DIVISION SUPERINTENDENT'S REPORT
SUMMER 2022

Greetings and welcome to Fall 2022 from here in the Piedmont Division!

This is an important time for us here in the Atlanta area! The Fall weather, the past couple of weeks has been cooler and dry. The evenings have been beautiful and the mornings have been chilly. Hopefully those South of us will dry out and can begin to clean up and start to rebuild.

The Fall and Winter will be busy here in the Piedmont Division. We have our normal slate of monthly Division meetings and our new Piedmont Pilgrimage web page is up and running and will be adding more content. Our Model Train Show web page will soon be on-line and ready to provide information about our 2023 show. Bob Kelshaw and his team continue to do a great job.

In September, the Division hosted Dr. Joe Nichols, Jr, and that was an interesting and entertaining clinic: "Coil Detectors, Car Cameras and Drones". Dr. Nichols is a tech geek and the clinic was fascinating. One thing I do know that is coming out of this will be the third quarter 2023 TRAIN 'N CAMP will feature an Arduino project. I am really looking forward to that! From Dr. Joe's presentation and from discussion around the Division, it seems like this will be a great way to add interesting content to a layout.

October will be a big month for the Division. First, we will, of course, have our monthly meeting which will feature Ovidiu Trifanescu as the clinician. Ovidiu's topic will be "Would it stick?..." (a clinic about hobby glues). Personally, I am very interested in this topic as I'm working on a project now that's requiring me to attach parts of different types to a car body. It's been an interesting process to see what will get things to stick. I want to know if what I'm doing is right. If you are interested, the Bring-and-Brag portion will feature modified passenger equipment. If you've built a car, modified a passenger car by adding interior or lighting, or something, please bring it along. This will be something I need to do as part of the Cars certificate towards MMR. This should be interesting.



Second, October will feature our 20th annual PIEDMONT PILGRIMAGE! I find it hard to believe that this program has actually been running for 20 years, but it has. I remember the first one, and I've been presenting my own Utah, Colorado & Western since, if I remember correctly, Pilgrimage number 2. I'd also like to commend Mike Deaton and his team for all the work they have been doing in relation to the Pilgrimage. Great job folks! This one will be special and we'll have a full slate of model railroads open over the weekends in the last half of October and most of November. The great news is that we'll be full live and in person this year, after a couple of years of only virtual or mixed open houses. It will be great to see people out and about this fall!

(continued on next page)



DIVISION SUPERINTENDENT'S REPORT—SUMMER 2022

(CONTINUED)

For November, we will feature the clinic that was supposed to happen in August, Norm Stenzel and his "Digitrax Tricks of the Trade, Making your Digitrax System ALMOST bullet proof". I know that there is a lot of interest in this clinic out there. Yes, it will be on WebEx and it will be recorded, but we'd love to see you in person, as would, I'm sure, Norm. For the Bring-and-Brag-portion, we'll be featuring structures with interiors and/or lighting. That's a fun part of the hobby and brings "life" to our model railroads!

Finally, in December, we'll host our annual Christmas gathering. This is always a special time for our Division as we get to meet family members, simply enjoy fellowship, and we don't conduct any business! 😊 We'll have a fun activity, listen to music, and just have fun. After all, Model Railroading is, well, FUN!



Again, I'm blessed to be in such an active Division, and in one of the best Regions in the NMRA. All of you are members and we'd love your participation in both Division and Region events. Case in point, planning for the Region's 2023 SER convention is running along smoothly. Walt Liles and his crew are working towards what should be an amazing time in Cartersville, Georgia. That's right here in our Division, but easily accessible to not only our Region, but surrounding areas as well.

Also, pay attention to the launch of the new NMRA Interchange. This will be a great way for NMRA members to interact with each other from across the entire planet. I already interact with modelers from as far away as Australia, but that's commonly only during meetings. This will be cool because you'll just be able to join and exchange information with anyone, anywhere. It is coming and it should be great!

I think I've written enough now and, sadly, it's time to get back to my day job. Take care, have fun with trains, of any size, and stay connected. Remember, this is your organization, please participate!

Until next time, Engage!

—Perry Lamb
SUPERINTENDENT, PIEDMONT DIVISION
superintendent@piedmont-div.org

PIEDMONT DIVISION

COMMITTEE, PROGRAM AND ACTIVITY CHAIRS AND CONTACTS

ACHIEVEMENT PROGRAM
Charles Mason, MMR®
ap@piedmont-div.org
770 993-1589

ADVERTISING AND MARKETING
Doug Alexander
marketing@piedmont-div.org
404 272-2986

APPAREL/DIVISION STORE
Open
companystore@piedmont-div.org

COFFEE COORDINATOR
John Falk
johnfalk50@gmail.com
678 361-4458

GOOD AND WELFARE
Lori and Peter Thomas
gw@piedmont-div.org
404-435-5684

ELECTIONS
Rick Coble
elections@piedmont-div.org

LIBRARY—BOOKS
Stephen Leydon
booklibrary@piedmont-div.org
770 338-4966

LIBRARY—VIDEOS
Jack Spangler
videolibrary@piedmont-div.org
404 539-3981

**MODEL RAILROAD AND
DIVISION HELP**
Ovidiu Trifanescu
memberaid@piedmont-div.org
678 230-3184

NAME TAGS
James Bando
horailroader@comcast.net
770 928-2135

PIEDMONT PILGRIMAGE
Mike Deaton
404-272-2070
Joe Sullivan
770 630-1915
pilgrimage@piedmont-div.org

REFRESHMENTS
Dr. Gary Fish
personnel@piedmont-div.org
770 846-2222

TIMETABLE
Jim Datka
timetable@piedmont-div.org
770 772-1538

TRAIN SHOW
Hank Primas
showmanager@themodeltrainshow.com
301 706-7932

TRAIN 'N CAMP
Perry Lamb
training@piedmont-div.org
770 331-1669

WEB/IT COORDINATOR
Bob Kelshaw
webmaster@piedmont-div.org
678 224-1261

**HELP OUR DIVISION
BY VOLUNTEERING!**

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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On Sundays, we're open from Noon until 6.



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Some exclusions apply. See store for details

DIRECTOR OF FINANCE REPORT

August donations of \$142.37 covering about half the \$300 meeting room rental.

August Transactions:

Income	
Admin Income	
Meeting 'bucket' contributions	\$120.00
Meeting 'paypal' contributions	\$22.37
Total Admin Income	\$142.37
Pilgrimage Income	
Business Card Design/Print	\$36.00
Pike Ads \$10	\$70.00
Total Pilgrimage Income	\$106.00
Train Show Income	
White Elephant	\$101.00
Total Income	\$349.37
Expenses	
Admin Expense	
Meeting Room Rental	-\$300.00
Software & Internet	-\$59.00
Total Admin Expense	-\$359.00
Total	-\$9.63

August Assets Decrease \$9.63:

ACCOUNT	2021 12/31/21	2022 1/31/22	2022 2/28/22	2022 3/31/22	2022 4/30/22	2022 5/31/22	2022 6/30/22	2022 7/31/22	2022 8/31/22
Assets									
Cash									
Piedmont Div Train Show	\$20,407.06	\$20,767.06	\$13,179.20	\$31,313.52	\$20,584.99	\$19,411.74	\$19,411.74	\$19,411.74	\$19,512.74
Piedmont Division	\$4,434.21	\$2,881.18	\$3,448.43	\$3,959.60	\$13,082.34	\$12,875.08	\$11,882.88	\$11,649.45	\$11,538.82
SER 2023 Convention	\$0.00	\$100.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$700.00	\$700.00
TIAA CDs	\$41,848.53	\$41,848.53	\$41,848.53	\$41,848.53	\$41,848.53	\$41,848.53	\$41,848.53	\$41,848.53	\$41,848.53
Total Cash	\$66,689.80	\$65,596.77	\$58,976.16	\$77,621.65	\$76,015.86	\$74,635.35	\$73,643.15	\$73,609.72	\$73,600.09
Liabilities	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

—Jim Foley

Director of Finance

finance@piedmont-div.org

404 542-4660



PIEDMONT DIVISION CALENDAR



PIEDMONT DIVISION MEETING

TUESDAY, OCTOBER 11 6 PM BOD; 7-9 PM Division Mtg
 CLINICIAN: OVIDIU TRIFANESCU TITLE: **WOULD IT STICK?...” (A CLINIC ABOUT HOBBY GLUES)**
 BRING & BRAG: Passenger cars that you have modified (painting, lighting and interior installations) or whatever you want to share.

PIEDMONT DIVISION BOARD OF DIRECTORS ELECTIONS

On-line voting opens MONDAY, OCTOBER 17 and closes TUESDAY, NOVEMBER 1. Watch your email for a ballot.


20TH ANNUAL PIEDMONT PILGRIMAGE

SATURDAY, OCTOBER 22 through SUNDAY NOVEMBER 20
 Info at pilgrimage@piedmont-div.org

PIEDMONT DIVISION MEETING

TUESDAY, NOVEMBER 8 6 PM BOD; 7-9 PM Division Mtg
 CLINICIAN: NORM STENZEL TITLE: TRICKS OF THE TRADE: MAKING YOUR DIGITRAX SYSTEM ALMOST BULLET PROOF
 BRING & BRAG: Interesting structure where you have added interiors and/or lighting, or whatever you want to share.

ATLANTA BOTANICAL GARDEN’S GARDEN LIGHTS

NOVEMBER 12 through JANUARY 14 5 PM to 11PM 
 1345 Piedmont Ave NE, Atlanta, GA 30309 Info at atlantabg.org

PIEDMONT DIVISION MEETING

TUESDAY, DECEMBER 13 **HOLIDAY PARTY** 6 PM
 Email Diana Watson at christmasparty@piedmont-div.org with the dish you are bringing to the pot luck
 BRING: **Toys for Tots**

FESTIVAL OF TRAINS AT TELLUS MUSEUM

SATURDAY, DECEMBER 10 and SUNDAY, DECEMBER 11 10 AM to 5 PM
 100 Tellus Drive, Cartersville, GA 30120 Info at tellusmuseum.org

PIEDMONT DIVISION MEETING

TUESDAY, JANUARY 10 6 PM BOD; 7-9 PM Division Mtg
 CLINICIAN: JOE SULLIVAN TITLE: **OPEN CAR LOADS FOR THE TEAM TRACK** Follow-up to Joe's previous clinic on making loads
 BRING & BRAG: Freight Locomotives or whatever you have been working on and want to share.

PIEDMONT DIVISION MEETING

TUESDAY, FEBRUARY 14 6 PM BOD; 7-9 PM Division Mtg
 CLINICIAN: CRAIG BROTMAN TITLE: **SCENERY TECHNIQUES**
 Live demonstration!
 BRING & BRAG: Passenger Locomotives and Passenger Cars or whatever you have been working on and want to share.

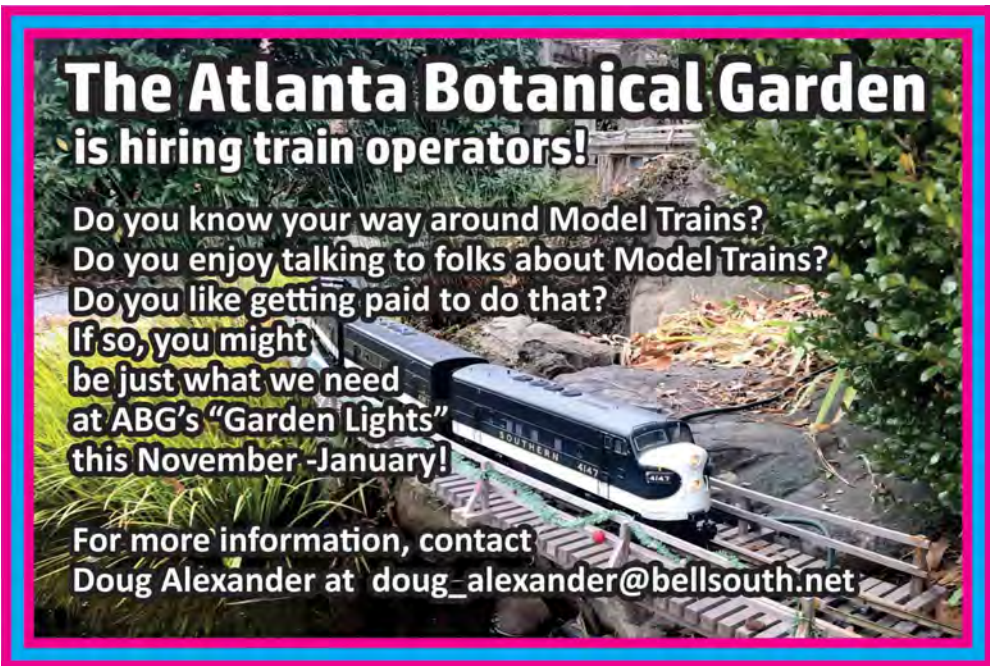
PIEDMONT DIVISION MEETING

TUESDAY, MARCH 14 6 PM BOD; 7-9 PM Division Mtg
 CLINICIAN: STEFAN BARTELSKI TITLE: **3D PRINTING 101**
 BRING & BRAG: TBA

The Atlanta Botanical Garden is hiring train operators!

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For more information, contact Doug Alexander at doug_alexander@bellsouth.net



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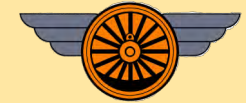
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THE 20TH ANNUAL PIEDMONT PILGRIMAGE

SATURDAY, OCTOBER 22RD, THROUGH SUNDAY, NOVEMBER 20TH



The Piedmont Pilgrimage Committee is making its final preparations for the 2022 Piedmont Pilgrimage, our 20th Annual!

We are excited to be offering a wide variety of in-person, open house model railroad layout tours throughout the greater Atlanta area.

Tours have been distributed as evenly as possible across the weekends from Saturday, October 22rd, through Sunday, November 20th.

After considerable organizational work by Co-Chair Joe Sullivan, as of now our "final" list of layouts on tour features 46 model railroads at 42 locations.

We encourage everyone to visit the all-new Piedmont Pilgrimage website:

www.PiedmontPilgrimage.com

for all of the latest information about this year's program. To reduce costs and avoid challenges with deadlines, we have discontinued the traditional "Tour Booklets" that we published pre-pandemic. Our website includes everything to know: the current layout Tour Schedule, maps for each layout location, details about every model railroad, and any important program updates.

Note that some of our tour hosts may have health-related requirements for guests coming into their homes. These will be prominently posted on the Tour Schedule. We ask our guests to PLEASE respect our host's wishes, and to comply with any special instructions posted.

We also ask visitors to please check our website to re-confirm the details of every tour before going out to visit!

In the event of a layout tour cancellation, that tour stop will be clearly marked as CANCELED on the Pilgrimage website. As a result of a tour cancellation or other late scheduling changes, it may be unavoidable for a Pilgrimage timeslot to have only one layout (or none) available at that time. We do our best to accommodate the personal schedules of our modelers, who are so generous with their time to prepare for and host these tours.

If you are a host who needs directional yard signs, please contact Mike Deaton or Joe Sullivan to make arrangements to get those. We have plenty of stock! Extras will be available for pickup at the Piedmont Division monthly meeting in October and November.

Are you a tour host who needs help running trains during your tour, or are you a just member who would like to help with this? Joe Sullivan is coordinating our "Operator Assistants" this year. Please contact Joe by email (joesullivanx2377@gmail.com) if you need this help, or are interested in helping.

We are pleased to report that to date we have received 17 paid "pike ads" in support of our Pilgrimage program and the Piedmont Division. These scroll across our website Home page, and are all posted on a "Supporters" web page. We are still accepting these ads! Please contact Jim Foley (finance@piedmont-div.org) if you would like to purchase a pike ad for this year's Pilgrimage. Custom business card production is also available with this opportunity.

(continued on next page)



20TH ANNUAL PIEDMONT PILGRIMAGE (CONTINUED)

Of special note, I would like to recognize and celebrate my fellow Division member and prolific model railroader, Chris White, for his dedicated and enthusiastic support of the Piedmont Pilgrimage program by participating in all 20 years of our tours! Beginning with his **British Railways "Waterloo & Wessex Line"** in 2002, followed with the addition of his **Union Pacific "Yellowstone North"** in 2015, and then a "virtual" tour video in 2020 (for our Covid pandemic year), Chris has opened his home for each and every one of our 20 years of operations. Congratulations, Chris!

Finally, a big THANK YOU to our participating layout owners/hosts, our Committee members, and other volunteers involved for all of the work and preparation that has gone into this year's program.



This will be my last year as a Chairperson for the Piedmont Pilgrimage. Next year my Co-Chair Joe Sullivan is taking full control of the throttle, and will take us into the Pilgrimage future for our 21st Annual event. Please give Joe all of the support you have blessed me with for these last three years.

Now, let's go see some model trains! Y'all have fun!

—Mike Deaton

mdeaton@mindspring.com

—Joe Sullivan

joesullivanx2377@gmail.com

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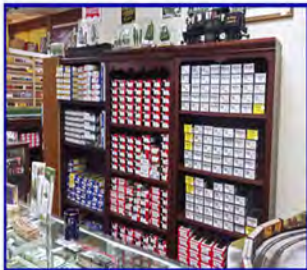
Simply login to the NMRA.ORG website and highlight the "Benefits" tab on the member home page. Then click on "NMRA Partnership Program" in the pull down menu. This will take you to a page listing all of the participating vendors with detailed instructions on how to take advantage of their discounts. It even includes links to the vendor websites. Nothing could be easier!

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ACHIEVEMENT PROGRAM NEWS

PIEDMONT CERTIFICATES AWARDED



Many years ago the NMRA established an Achievement Program to acknowledge exceptional achievement in the many phases of scale model railroading. Eleven categories, or certificates, were created to encompass both the technical skills phase and the service phase of the model railroad hobby.

On the Piedmont Division's website members can find a spreadsheet which lists the various AP Certificates earned by Division members. An analysis of the data contained in the spreadsheet shows that the Association Volunteer certificate is the most popular certificate, while the Master Builder - Prototype Modeler has been earned the least. The following table shows the number of certificates for each category which have been earned by our members.

<u>Certificate</u>	<u>Number Awarded</u>
Association Volunteer	75
Scenery	35
Electrical	29
Chief Dispatcher	26
Author	24
Structures	23
Cars	19
Civil	18
Association Official	18
Motive Power	8
Prototype Modeler	6

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 as a Division officer or 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. It is easier to keep track of volunteer points as you earn them. The necessary forms can be downloaded from the NMRA website.

If you have thought about working on the Civil AP certificate, but are turned off by the requirement to scratch-build a turnout, there is encouraging news for you. The Piedmont Division has recently acquired the Fast Tracks tools to custom build HO-scale turnouts. These Fast Tracks tools simplify the task of scratch-building a turnout. The tools are available at no charge to Piedmont Division members who are actively working on the Civil Certificate. They may be borrowed for a period of one month. Last year the Division held a Training Camp session where attendees were able to scratch-build a turnout using the Fast Tracks products. Another similar Training Camp will be offered in 2023. The Fast Tracks website -- www.handlaidtrack.com -- has excellent step-by-step videos showing how to build a turnout using their tools.

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

There is no better time than the present to start working on at least one new AP certificate.

—Charles Mason MMR

Piedmont Division Achievement Program Chairman

ap@piedmont-div.org

770 993-1589

PIEDMONT DIVISION 2022 BOARD OF DIRECTORS ELECTION

This year's Board of Directors' Election will be conducted by US Mail and online through Electionbuddy, the voting system used in the Division's 2020 and 2021 elections.

Voting members with an email address on file with NMRA Headquarters will receive an online ballot through Electionbuddy. Online voting opens and paper ballots will be mailed October 17th. Online voting closes and the deadline to mail (postmarked) completed ballots is November 1st. Candidate statements will be included with the ballots.

If you are sent an online ballot but prefer to vote by mail, or have questions about voting, contact the elections committee at elections@piedmont-div.org. You may only request one ballot.

Please vote online. The Division's cost of an online ballot is less than 10 cents. The cost of a paper ballot costs the Division more than \$1.00.

Six positions are on this year's ballot: Superintendent, Director of Administration, Director of Personnel and Director at Large (4).

The announced candidates are:

SUPERINTENDENT

Gary Fish
Perry Lamb

DIRECTOR OF ADMINISTRATION

Jim Datka

DIRECTOR OF PERSONNEL

Scott Perry

DIRECTORS AT LARGE

Jim Hobbs
Walt Liles
Hank Primas
Raymond Stewart
Peter Thomas

—Rick Coble
Acting Elections Chair
elections@piedmont-div.org



With nearly 6,000 sq. ft. dedicated to Model Trains in almost every gauge and scale, we probably have what you want in stock. And if we don't, we can get it for you quickly!



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phone us at 770-426-8800,
or better yet, just come to our store and see for yourself!
We are open Mondays thru Saturdays from 10 am until 9 pm.
On Sundays, we're open from Noon until 6.



**Bring your NMRA card for
your 10% discount.**

Some exclusions apply. See store for details



A VERY PIEDMONT CHRISTMAS PARTY!

**The Piedmont Division Holiday Party
Tuesday, December 13, 2022, at 6:00pm**

**at Holy Innocents' Episcopal Church
805 Mount Vernon Hwy, Sandy Springs, GA 30327**

**To sign up for the dish that you are bringing
please email Diana Watson at
christmasparty@piedmont-div.org**

**We will have videos, door prizes,
and Fellowship. And of course FOOD!
LOTS OF FOOD!**

DON'T FORGET TOYS FOR TOTS!

Please bring an unwrapped gift to donate





GEORGE BLOODWORTH ESTATE SALE

SATURDAY, OCTOBER 15TH—10 AM TO 4 PM
SUNDAY, OCTOBER 16TH—11 AM TO 4 PM



Friends of George are holding a sale of his amazing HO L & K Railroad. This is an incredible opportunity to add rolling stock and scenery from a gifted modeler, hobbyist and wonderful human being. Active members have received an email with the address.

In addition to the cover of this issue, I wanted to show some of what will be offered. If you have any questions, please contact Brian Glock at 678 521-1817, or Chris White at 770 594-2618.





PIEDMONT DIVISION'S JULY MEETING

CRAIG KNOX: *SHOOTING THE CRESCENT*



Craig presented his railfanning videos that covered several eras, locales, railroads and even trolleys going back to 1958. He shared his experience as a video editor to show how everyone can make professional presentations.

Most of these videos focused on the Crescent which runs daily from New York's Pennsylvania Station to New Orleans. Originally operated by the Southern Railway, and is now part of the Amtrak system.

Craig shared some of his favorite locals for shooting videos and provided great techniques to improve your own videography. He normally uses two cameras with the primary mounted on a tripod equipped with an external microphone using a wind sock to reduce what he calls the whop-whop sound of rushing air.

He went into detail as to how he edits both his videos and sound to make them enjoyable and memorable. He will sometimes combine the images from one video and the sound from another.

Craig offered practical advise on the use of cameras and tripods to obtain the best results. His most important advise was the importance of checking behind you and being aware of the environment around you. There may be a better shot or perspective than what you originally thought.

Photos by James Bando



FIRST TIME MEETING ATTENDEE (AND A RETURNING CHAMPION)



Mark Stiles



Scott Perry



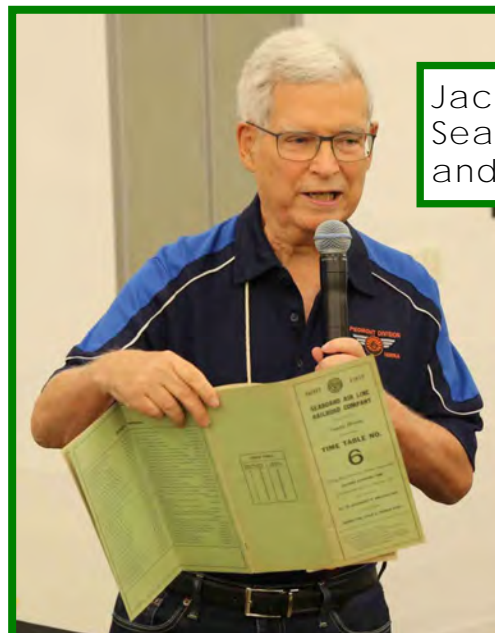
PIEDMONT DIVISION'S JULY MEETING BRING-AND-BRAG: PROTOTYPE RAILROADIANA



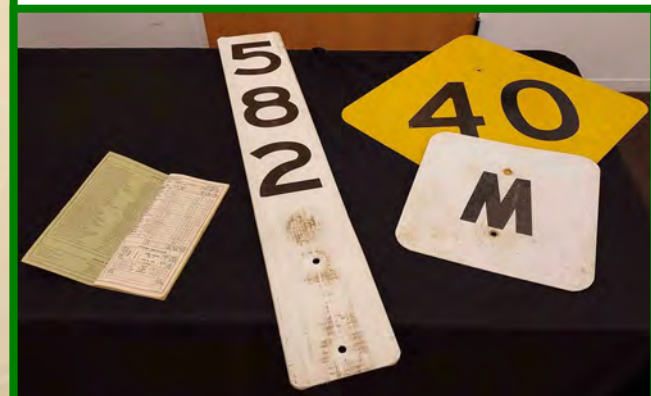
Pam Kinnaman proudly shows off her first project—a beautifully weathered grain elevator.



Doug Alexander made everyone jealous of his operating classification lamp



Jack Spangler showed a Seaboard Air Line *TIME TABLE* and several railway signs.





PIEDMONT DIVISION'S JULY MEETING BRING-AND-BRAG: PROTOTYPE RAILROADIANA



Jim Datka described his Milwaukee Road memorabilia, including Time Tables, a CD collection of all 651 company newsletters, and monogrammed oil wiping rag



Ken Stinnette brought a lantern from the Louisville, Henderson & St. Louis Railway, which was a predecessor of the Louisville and Nashville Railroad which he models





PIEDMONT DIVISION'S AUGUST MEETING

STEFAN BARTELSKI: *MAKE YOUR OWN PHOTO BACKDROPS*



Stefan provided compelling reasons to use photo backdrops on model railroad layouts by showing examples on his own BLUE RIDGE LINE RAILROAD.

He uses both professionally-shot commercial images as well as his own photography that he had locally printed.

He offered four reasons to use photo backdrops:

- Costs offset by reduction in scenery, structures and the time involved in construction
- Layout look deeper—important for shelf layouts and allows for wider aisles and more layout in a given area
- If you spend a lot of effort on detailing the foreground, why stop at the back edge of the layout?
- Not every modeler is an accomplished artist capable of painting a high quality backdrop.



Backdrops can be found at major hobby retailers such as Walthers, Woodland Scenics and TraksideScenery.com. Google for even more.

Your own and images found online can be sent to printers found on the internet. High quality printers often use a process called "Giclee" printing.

Stefan has had success using a local printer: eastatlantacopycenter.com.

Photos by Stefan Bartelski
and Jim Datka



PIEDMONT DIVISION'S AUGUST MEETING

STEFAN BARTELSKI: MAKE YOUR OWN PHOTO BACKDROPS



Stefan took panoramic photos of the prototype's marble quarry to create a spectacular scene on his layout with depth and realism that could not otherwise be modeled.

He offered several hints and techniques to take the best photos of prototype structures and scenery. Stefan also did a live demonstration showing how to work with your own images in software such as Adobe. He currently uses Affinity which is an affordable option without a steep learning curve.

A key point was showing how he has effectively integrated the backgrounds into the foregrounds:



Power lines attached to pole on background connected to foreground terminals



Bridge helps to hide transition



Rocks placed against the backdrop and added rapids blend creek into foreground

Photos by Stefan Bartelski



PIEDMONT DIVISION'S AUGUST MEETING

BRING-AND-BRAG: BUILT AND/OR WEATHERED AUTOMOBILES



Brian Glock MMR® brought in several vehicles from his SUGAR VALLEY AND SWEETWATER RAILROAD



FIRST TIME MEETING ATTENDEES



Spenser Mast



Alan Stansbury



Photos by Jim Datka



PIEDMONT DIVISION'S SEPTEMBER MEETING BOARD OF DIRECTORS AND DIVISION MEETING



Superintendent Perry Lamb presenting to members both in the room and across the internet



NMRA Vice President Rick Coble announces the Division elections and asks for candidates



Piedmont Pilgrimage Co-Chairs Mike Deaton and Joe Sullivan discuss the 20th annual event starting in October



Director of Operations Tom Gordon reads Division announcements

Doug Alexander is working with the Atlanta Botanical Garden's Garden Lights program running November 12th through January 14th. Members interested in running the Garden's trains during the event should contact him.





PIEDMONT DIVISION'S SEPTEMBER MEETING

DR. JOE NICHOLS JR MMR: COIL DETECTORS, CAR CAMERAS & DRONES



Joe is very interested technology that has advanced and even revolutionized our hobby. He also wants to know where it may go in the future. Fortunately for us we share his interests and he can give us his insights in a most informative and entertaining manner.

He started by showing some of the innovations of the past that have been widely adopted by hobbyists. He started with the basic 3-rail AC track and layouts that were simple to wire, operate and were affordable. Joe then traced the path of tech advances that added cost and complication, but have provided a greater level of realism and more ways to enjoy our trains. Innovations such as electric or magnetic couplers, DCC, wireless throttles, sound decoders, JMRI and LCC have become standards in the hobby despite an often steep learning curve and expense.

Joe went on to describe the current and future states of art for several technologies that are of particular interest to him. He showed how each of these techs interrelate and actually build on each other towards a bright future. He presented these in terms of how much time, thought and work each required. This can only come at the expense of the other parts of the hobby you enjoy.

Block detection permits the use of automatic signaling and the ability to more safely, dependably and realistically control the movement, scheduling and dispatching of trains on your layout. He described coil and photosensors currently in use, as well as the possible addition of radio frequency tags that could provide a unique id for every piece of rolling stock. RFID tags do not require power for themselves, but require the addition of sensors—and more wiring—to read the tags but offer the identification of everything on your rails and exactly where they are located.

He then explained the differences between WIFI and Bluetooth connections

between throttles or other interfaces and equipment on your layout. Whereas WIFI uses a common network to connect multiple accessories to multiple inputs, Bluetooth is a standalone connection usually between one device and one controller. He used this discussion to present the ~~XXXXXX~~ Blunami decoder which has all the features of a Tsunami2 decoder, but uses a wireless graphic interface to make programming the decoder easy without the need to understand CVs. The connect between your controller and the decoder is direct and independent of your layout's power signal network.





PIEDMONT DIVISION'S SEPTEMBER MEETING

DR. JOE NICHOLS JR MMR: COIL DETECTORS, CAR CAMERAS & DRONES



These technologies have enabled—with the use of JMRI—remote operations on your layout. Joe described several layout owners that routinely have operating sessions with engineers running their trains from widely remote locations. While this restricts the in-person interaction of a typical ops session, it does give even last-minute coverage if an operator cancels or a regular member is travelling.

This of course requires that the remote operator knows where their train is and what is happening ahead of it. A simple solution is to buy a basic security camera system—a system with about 8 cameras can be purchased for about \$200. By stringing these around your layout and letting remote operators see the images online, they can run their trains from anywhere.

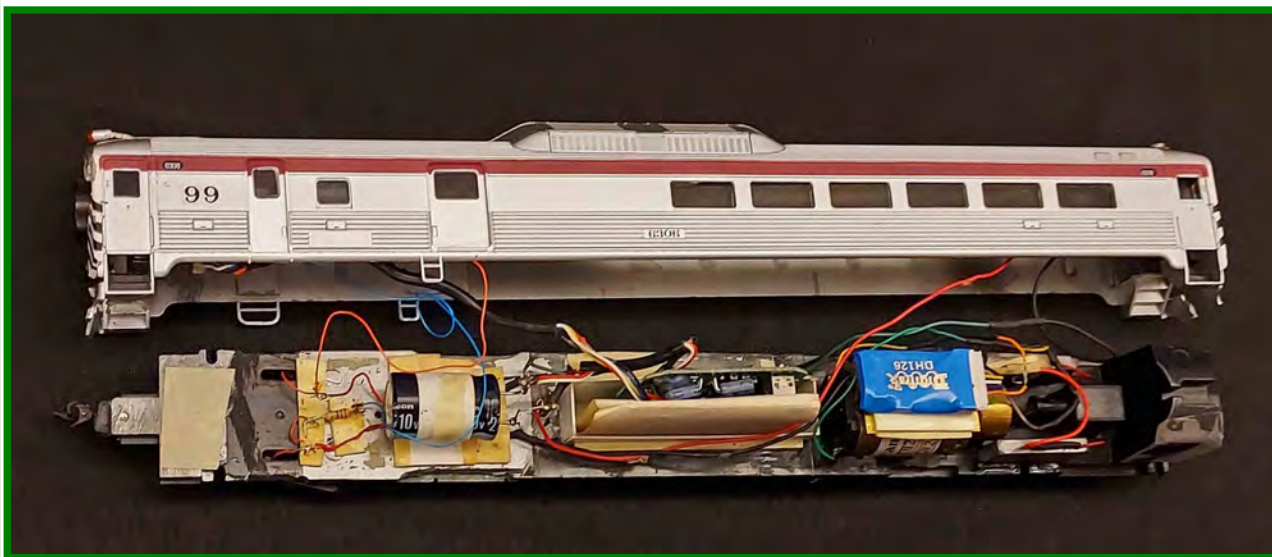
Joe presented additional options based on advances in wired cameras. Images have gotten better even in low light settings, and the cameras have become smaller and more affordable. The rear-view cameras in autos is just one example. This brought Joe to where the future of video is heading.

Point of View—or POV—video is not new but there are real-world cameras that mean the potential of great things to come. POV in model railroading is giving the operator the point of view of an engineer running a locomotive.

Joe brought his father's Rail Diesel Car which is outfitted with a video camera. The camera on the right end and the antenna in the center just fit within the car body. He had several examples of how the cameras have gotten smaller, better and cheaper.

Getting the image from the camera to an operator is another challenge. Transmitting video images through the rail is possible, but can add noise and affect image quality. Utilizing a circuit board with a transmitter requires an antenna to send the video images. While the circuit boards have become very small, the antennas can still present a challenge.

Drone hobbyists have led in creating a new level of this experience—First-Person View. Their flight controllers allow them to see in real-time what the drone sees as it is flying.



Photos by Doug Alexander
and Jim Datka



PIEDMONT DIVISION'S SEPTEMBER MEETING

DR. JOE NICHOLS JR MMR: COIL DETECTORS, CAR CAMERAS & DRONES



But then Joe took us out to the real leading edge in miniature videography. Being a colorectal surgeon has kept him abreast of the latest high tech solutions in seeing the very small in very tight places. A medical device sales rep showed him a pill-sized device that gives physicians an look inside a patient's digestive system. It is a swallowable endoscope that has 4 high resolution cameras that give a full 360° view. The batteries provide up to 17 hours of power and a flash drive that records up to 115 minutes. Eight LEDs light the way.

Joe presented a simple example of such a device replacing the smoke stack of a locomotive to give you track level viewing in front of the engine, a rear view of the train, and the ability to see either side.

Who wouldn't be interested in that?

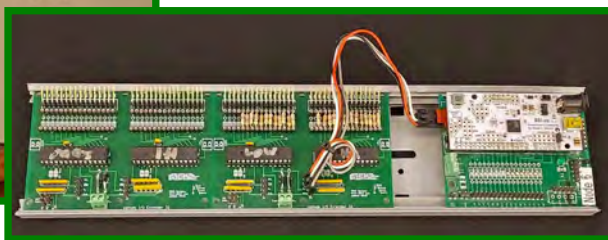
In the following article, Joe provides more info on this.



BRING-AND-BRAG: TECHNOLOGY YOU ARE WORKING ON



Tom Gordon describes a board he has built with an Arduino controlling four nodes with at total 62 connections that could drive a signal system



FIRST TIME MEETING ATTENDEE

Shea Lilford



Photos by Jim Datka

**Love Modeling?
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COIL DETECTORS, CAR CAMERAS & DRONES

BY DR. JOE NICHOLS JR MMR



Every member has something that they know more about than everyone else. It might be about a subject, how to do something, or how not to do something. Some topics are interesting to a few, some to most members. I always have a pile of current projects that are interesting to me so I volunteer to give clinics. I was asked to write an article about my September Piedmont Division clinic.

I have given a talk on block detection previously. I am improving my dispatcher's cab and the JMRI interface is going well. By the time I was ready to give my clinic, this was old news to me so my recap of this topic was brief.

I have been fascinated with drones. Not the flying around part or the crashing and destroying \$2500 part, but the video part. Over the past 35 years my father has worked with X10 cameras and small wireless cameras on his layout. Many members have seen his diesel control stand and operated the RDC locomotive, watching the layout on the monitor. The picture had lots of static and flickered.



DJI Phantom 4 Pro V2.0 Camera Drone

One perk of having smart successful daughters is that they date smart successful guys – usually. My daughter brought home a guy who flew his drone over Lake Lanier about a mile with a perfect picture. He had crashed one a week before but this one came back. The camera was really small and I was intrigued.

Ebay is a great shopping center if you know what you want. I found small cameras with wireless transmitters. By the time I bought one and had time to look at it, a smaller one was available. The hardest part to ignore was that the camera, receiver and transmitter together were less than \$55. Each one had little quirks. They were square and my boilers were round. Some had long antennas that might be hard to thread down a boiler.

Getting a camera that would fit in a small HO_{n3} smokebox front was becoming a problem. I finally found one that would match one of my standard gauge 2-8-0s.

Let me pause to explain why model railroaders might care about drones or more specifically, the cameras carried by drones. We are a small hobby compared to the radio-controlled world and these guys are young, generally better trained in electronics and waste more money. Manufacturers sell to them. Our manufacturers are far behind these guys because our needs and purchases are slower. We are still buying equipment made 50 years ago. 25 years ago modelers were told that they should put a computer chip in each locomotive and they thought it was ridiculous. Now decoder installed locomotives are the standard for operations.





COIL DETECTORS, CAR CAMERAS & DRONES

BY DR. JOE NICHOLS JR MMR



Video cameras are likely to be the next milestone. But as we know from DCC, LCC and JMRI, not all great ideas catch on quickly and some not at all. The first step is to decide why you would want to have video, is this the time, is it affordable, and then how to do it. I can't cover everything in 40 minutes or in one article but I can come back later.

Should you have video cameras in your locomotives? The drone world uses two abbreviations like they were standard English. POV means Point of View and FPV means First Person View and from what I can tell, are synonymous. They describe that what you see on the screen is what you would see if you were sitting where the camera sits. There are some really good YouTube videos available showing this perspective. Most are very long videos and most are shot on modular setups. But this gives you an idea of what you would get. Most are ten years old and many are old technology and have static.

Suppose you are scheduled to have an operating session. At the last minute two members are called out of town. One is available to dial in on his laptop and the other is at a dinner. Call a friend from out of town and ask him to log in on the internet. He links to your layout, and everyone can talk to him, and the dispatcher can send him a switch list. He selects his locomotive and the FPV image comes up on his computer or cellphone. Open the throttle and his loco moves forward. Hold at the McIntyre Junction switch then proceed to the Jarabek siding. A member in the layout room agrees to be his brakeman and cuts the cars to drop and then he eases back two car lengths, one car and then couples. He checks with Dispatch and then proceeds to Baltimore. He continues to operate this way for three hours talking randomly to other operators.

The technology here is changing monthly and the costs are low. You hopefully do not need to have virtual operators at every session but some operators may want to run from a desk in your layout room due to the crowd, trouble walking or at an open house. When I went to the National Narrow Gauge convention in Seattle in August, one layout had operating sessions with the host on site and all of the operators were running their trains over the internet. The other interest here is that you do not change anything on your layout to make this work. It is all in the locomotive and in the dispatching. But is your scenery up to having FPV? Try looking at the videos searching for "POV model railroading" on the internet and notice the year that the videos were posted. Many of these were made with cameras mounted on flat cars. They now have four cameras filming 360 degrees from cameras with LED lights that patients swallow to film their insides. These can fit in the smokestack of your locomotive,

Until the next installment, give this some thought. If you are moving faster than I can, please let me know how you are doing. If you see me drop by your layout carrying my own locomotive then you can guess what I want to do. Happy model railroading!





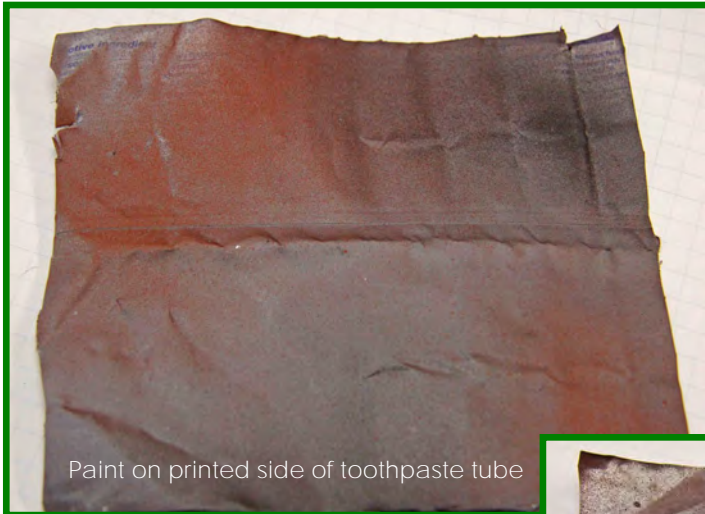
WEATHERED GONDOLA WITH SCRAP METAL LOAD

BY JIM DATKA



I always enjoy Bob Frankone's "Love Those Loads!" projects in the *NMRA MAGAZINE*.

His article in the April 2022 issue especially caught my eye. He showed how he used toothpaste tubes and wine foil caps to create a realistic scrap metal load for an open gondola. *Hey, I thought, I brush my teeth and boy do I enjoy wine!* And I had an N scale Milwaukee Road 50' Gondola Car with Rock Load that was too modern for my 1941 based collection, but would look great on our Division's Ambassador layout. A project was born!



Paint on printed side of toothpaste tube

I started by prepping the scrap load. I saved and cut open several toothpaste tubes and flattened them out. They were easily scrubbed with a discarded tooth brush and a little dish detergent. The wine cap foils were



Painted wine cap foils

Once dry, I sprayed the other side with a little of the same colors. The insides were painted sparingly as I wanted some of the silver metal finish to show through.

treated similarly. I also saved several of the wire cage from champagne bottles. Did I say that I enjoy wine? I thought pieces of these wire cages would make an interesting addition.

On the printed side of these items, I sprayed on a heavy coat of gray primer from a rattle can. While they were still wet, I lightly and randomly sprayed black and rust color to create some variations.



Paint on inside of tube

Some of this I sprayed from a couple of feet above to get a splattering effect as the paint started to dry before hitting these pieces.

(continued on next page)

WEATHERED GONDOLA WITH SCRAP METAL LOAD

I then cut out pieces in various small sizes and shapes. Working in N scale, I kept the pieces small. The cut outs were twisted, bent and folded to make a 3 dimensional load when added to the car.

After washing the car thoroughly and letting it dry, I started by painting the bottom of the car and lower third of the

side walls a flat black. The black was intended to disguise any gaps after the scrap was loaded.

As this was a drop-end gondola, I thought that there should be wear against the side walls from raising and lowering the ends. I held the point of a pencil at the top edges of the ends and traced the movement as I lowered these panels. I then used a dental pick to scribe grooves into the side wall following the pencil line.



"Wear" from using the drop ends



The only other paint on the car body was AK Interactive's AK 476 Xtreme Metal Steel enamel. After experimenting, I found the best application was to put a small drop of Turpenoid on the surface and then apply the enamel after wiping most of the paint off the brush.

This "wet" dry brush technique created an excellent wash that let some of the yellow show through. The effect made it look like the finish was wearing away to reveal the base metal. I applied a thin coat of this wash to spots on the exterior, with heavier applications to the top rim and inside of the car. I used the standard dry brush technique to apply the Steel to the outside corners, ribs, grab irons, stirrups and brake wheel. The couplers were painted with a dark rust.



AK Steel enamel wash (under weathering powders)

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WEATHERED GONDOLA WITH SCRAP METAL LOAD

I removed the trucks and wheels from the gondola for painting. The trucks received a full strength coat of the AK Steel enamel. After this dried, I made two washes using Turpenoid and AK 2042 Dark Rust and AK 012 Streaking Grime enamels. These were applied in spots and blended at the edges. I did not paint the wheel faces.



To fade the bright yellow of the car body, I brushed on a layer of PanPastel 010 Colorless Blender. This is a simple and effective way to make even the brightest color look like it was faded by years of exposure to the sun. After an initial coat, I went back and applied more in some spots to break up the uniformity.

After this initial coat of PanPastel, I sprayed on a coat of Dullcoat to seal this layer before applying additional weathering. This was to establish a base finish that I could return to if I felt I overdid the additional weathering. I love PanPastels, but sometimes get carried away and want to be able to wash off my mistakes and start over.

Next, I brushed on a very light coat of 820.2 Neutral Grey Extra Dark running down from the black lettering and along the seams at the ribs and sill. I made a heavier application to the walls inside the car.



From here I applied rust highlights using PanPastels 380.1 Red Iron Oxide Extra Dark and 380.3 Red Iron Oxide Shade. This was applied heaviest in seams and corners. Once I was satisfied with the rusting, I brushed 740.5 Burnt Sienna for a dirt and dust coat.

As this car will be handled every time the Ambassador Layout is used, I applied two light coats of Dullcoat spray. This softens and slightly fades the PanPastels. Knowing this, I applied slightly more of the powders to compensate for this fading.

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The final results after weathering

WEATHERED GONDOLA WITH SCRAP METAL LOAD

Before I added the scrap load, I cut two small pieces of vinyl electrical tape to seal the seams around the drop-ends to keep the glue inside the gon. I dumped the cut pieces of "scrap" into the car and then shook it to distribute it evenly. I moved a few pieces with tweezers where I thought it was needed, then tamped them down with the handle of a hobby knife. This filled the gondola about half way.



Initial load of scrap metal after gluing

Looking at the result, I felt I needed to add some very small pieces to be more realistic. I also added some short pieces of wire and some of the interesting shapes from the wine cap foils. The additions were then glued as before.

Then the fun! Weathering the individual scrap pieces with a combination of AK rust enamels was followed by more PanPastels in a wide selection of colors. As a finishing touch, I loaded a brush with Pan Pastel 013 Pearl Medium—Black Coarse and flicked the bristles with the back of a hobby knife blade over scrap load. This left a very convincing level of dirt and debris among the scrap metal. I then sprayed some Dullcoat to hold everything in place.

An added benefit is that the load and glue added to the car's weight. Empty this car was just over 0.8 ounces while the NMRA standard for this scale and length is 1 ounce. The finished weight of the car is now 0.95 ounces.

Using a heat gun or wood burning iron to simulate the physical damage these cars endure would take this to an even higher level.

Frankrone suggested using white glue diluted by 30% glue to 70% water. I used a pipette to drizzle this over the entire load until the mixture covered about two-thirds of the scrap load. It took about two days for the glue to harden and excess water evaporate away. I was surprised at how well it held everything in place!

(continued on next page)



Final scrap load after addition pieces and weathering

WEATHERED GONDOLA WITH SCRAP METAL LOAD

This was a simple and very fun project.

I spent no more than three hours total over the course of a week to make a bright yellow gondola go from a plastic toy to a realistic representation of a hard working rail car.

I really enjoy the weathering process. There are so many powders, paints and washes available in the hobby that make it simple, fun and very affordable.

—Jim Datka



Now it's your turn!

I started a conversation on the [Piedmont Division website's forum](#) in the Tools and Techniques section to showcase your own work. Click on the topic titled **"Fall 2022 Weathering Contest."** I want members to add a post and include a picture of a locomotive or other rolling stock that you have weathered. Did you attend the July Train 'N Camp on weathering? Show us what you learned!

Why do this? How about for a chance to win a \$25 HobbyTown gift card? Post your picture by Wednesday, November 9th to enter. On Saturday, November 12th I will add a post with a survey link where members can cast a vote for their favorite. Your votes will be tabulated and the winner will be announced at the December 13th Holiday Party.

Good luck and show us how you can make your pristine rolling stock into well used (and maybe abused) representation of the prototype!