

# THE PIEDMONT DIVISION

NATIONAL MODEL RAILROAD ASSOCIATION

# TIMETABLE

**VOLUME 27, No. 1**  
Effective 12:01 am, 10 January 2023





# PIEDMONT DIVISION

NATIONAL MODEL RAILROAD  
ASSOCIATION



## TIMETABLE

VOLUME 27

No. **I**

Effective 12:01am, Eastern Time

**TUESDAY, JANUARY 10, 2023**

Jim Datka . . . . . Editor and Publisher

Doug Alexander. . . . . Associate Editor

James Bando. . . . . Photo Editor

### CONTRIBUTORS

Perry Lamb                      Jim Foley

Joe Sullivan      Charlie Mason, MMR

Tom Gordon                      Scott Perry

Deadline for the  
2nd Quarter 2023 TIMETABLE:

**Wednesday, March 15, 2023**

Send Submissions to:

[timetable@piedmont-div.org](mailto:timetable@piedmont-div.org)

*"WE'RE ALL ABOUT THE TRAINS"*



## HELP GET THE DIVISION ROLLING FOR 2023

Our Division starts each year with a very busy agenda. There are multiple events—including the big one, our 25<sup>th</sup> Annual Piedmont Division Model Train Show! Watch for emails asking for volunteers and help get the Division off to a rolling start.

Working these events is a great way to promote and grow the hobby. Watching the reaction of kids of all ages experience today's model railroading is fun and truly rewarding.

I only made it to one layout on the 20<sup>th</sup> Annual Piedmont Pilgrimage, but it was a good one. **Jim Travis'** *JAMESTOWN AND TURTLE CREEK INTERCHANGE* is built for operation. See if you agree after reading my report.

Imagine volunteering for a project and then have a world-changing event force you to create a completely new way of doing it. This is what Mike Deaton faced when he took over the 2019 Piedmont Pilgrimage after the sudden death of Gary Jarabek. I think the achievements Mike and his team produced for the 2020 Virtual Pilgrimage were exceptional. As his 3 year ~~sentence~~ term is ending, Mike shares his thoughts and experiences in this issue.

Does the thought of scratch-building the 4 rail cars required by the Master Builder - Cars AP certificate cause you anxiety? What about earning a Merit Award for *EACH* of them? Our AP Chair Charlie Mason MMR® breaks down what it takes to achieve just that—it's easier than you think!

We have a new columnist. Scott Perry, our newly elected Director of Personnel. He has set some ambitious targets to get the Division back to pre-pandemic membership levels. I agree with his assertion that we are living in the Golden Age of Model Railroading in terms of product selection, quality and innovation.

Rick Coble has announced the results of our NOVEMBER ELECTION. In addition to Scott, Walt Liles has been added to Board as a Directors at Large. Rick's report providing complete results follows.

As I am writing this I received a late Christmas gift: Broadway Limited Imports' N Scale Big Boy with Paragon4. Can't wait to rattle the windows when I fire it up. While it is totally inappropriate for my *MILWAUKEE ROAD* collection, this is the model referred to as the *WISCONSIN* and is current on display in Green Bay, WI. Bending the rules just a little for a Big Boy seems very reasonable.

—Jim Datka  
TIMETABLE Editor and Publisher  
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PIEDMONT DIVISION SUPERINTENDENT'S REPORT  
WINTER 2023

Greetings and welcome to the middle of Winter, 2022/2023, or so it seems. Must be Winter, I've had the fireplace going the past several mornings, it's been SO cold! Well, that's OK in my book because it gives us time to get into our layout rooms or workshops and get some model railroading work done!



I've been doing just such a thing as the photograph below shows. This is a complete build of an undecorated 89-foot flat, like I've previously presented in clinic format, for my railroad. This is the first one I've done to include complete underbody detailing and a full repaint. I'm pretty pleased.

Hope you all are making progress on your own projects while its cold outside!



Our Division is headed into 2023 with a full slate of activities ahead of it. We have also just completed a successful 2022, with events ranging from our Division meetings, our 2022 Piedmont Division Model Train Show and our just completed 20<sup>th</sup> Annual Piedmont Pilgrimage. Thank you, Mike Deaton and Joe Sullivan, for all the work you did this year!

We have also just received notification from the IRS that we have been designated a 501(c)(3) charity under IRS rules. This has been a long process and I'm glad it is finally complete! For 2023, we have our regularly scheduled Division meetings, special events, and, in this quarter, our 25th Piedmont Division Model Train Show! So, let us get started!

(continued on next page)



## DIVISION SUPERINTENDENT'S REPORT—WINTER 2023

(CONTINUED)

In February, our Division meeting will be on February 14<sup>th</sup>. Yes, I know, Valentine's Day! Our originally scheduled clinician has a conflict and his clinic will be moved to April. Our Director of Operations, Tom Gordon, will instead be presenting *Making Small Custom Connections for Electronics*. This is a topic that will be important to any scale or size of layout.

March is a very busy month for the Piedmont Division. First, on March 11<sup>th</sup> and 12<sup>th</sup>, the Division will host its 25<sup>th</sup> Piedmont Division Model Train Show! We will, again, be at the Clarence Brown Convention Center in Cartersville. This really is an amazing location and the staff is wonderful. I really do like the place and our show continues to grow there. As a large benefit to our vendors, display layouts, and attendees, there is plenty of parking and it is free! The Model Train Show is the biggest fundraising event for us and one of our largest outreach events of the year. I will be there the entire weekend and I hope to see you there, too! Thank you, Hank Primus and Jim Travis, for all the work you guys do to pull this off!

We will also have our Division meeting just two days after the Train Show! At this meeting our clinic will feature Stefan Bartelski – *3D Printing 101 ... what you need to know if you're planning to do 3D printing!* The technology surrounding 3D printing is changing almost as fast as, or faster than, the seasons! It is truly amazing what you can do in your own home, not to mention what various vendors sell, both on and off the Internet. Some of the details I've added to my layout would not be possible without this incredible technology. This should be a cool clinic.

Please also remember that Walt Liles is heading up the team that will be presenting the 2023 SER Convention—*The Cartersville Express* later in the year. From Walt's regular reports to the Division, it sounds like this will be a wonderful event I am really looking forward to seeing my Region friends in Cartersville! If you've not checked, please look at the Convention website, [2023serconvention.org](http://2023serconvention.org) and see what the Convention will offer. The website, itself, is pretty cool!

I think that's enough for now. It is time to get back to a project in the basement. As always, our website, [www.Piedmont-Div.org](http://www.Piedmont-Div.org) contains the latest news about what's going on in the Atlanta area.

Until next time, Engage!

—Perry Lamb  
SUPERINTENDENT, PIEDMONT DIVISION  
[superintendent@piedmont-div.org](mailto:superintendent@piedmont-div.org)



## PIEDMONT DIVISION

### COMMITTEE, PROGRAM AND ACTIVITY CHAIRS AND CONTACTS

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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



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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Bring your NMRA card for your 10% discount.

Some exclusions apply. See store for details

## DIRECTOR OF FINANCE REPORT

### December Transactions:

CATEGORY	ID ACCOUNT	TA MEMO/NOTES	P AMOUNT
Income			
Admin Income			
Interest Income			\$68.00
Meeting 'paypal' contributions			\$31.53
Total Admin Income			\$99.53
SER 2023 Income			
Registration Fees			\$393.50
Train Show Income			
Table Rental			\$1,340.00
White Elephant			\$258.53
Total Train Show Income			\$1,598.53
Total Income			\$2,091.56
Expenses			
Achievement Program			
Transportation			-\$15.00
Admin Expense			
Holiday Party			-\$331.09
Meeting Room Rental			-\$300.00
Plaques & Awards			-\$103.14
Software & Internet			-\$501.16
Total Admin Expense			-\$1,235.39
SER 2023 Expense			
Bank Charges			-\$24.00
Supplies			-\$139.09
Total SER 2023 Expense			-\$163.09
Total Expenses			-\$1,413.48
Total			\$678.08

### December Assets Increase \$678.08 :

ACCOUNT	2022 4/30/22	2022 5/31/22	2022 6/30/22	2022 7/31/22	2022 8/31/22	2022 9/30/22	2022 10/31/22	2022 11/30/22	2022 12/31/22
Assets									
Cash									
Fidelity	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$41,902.93	\$41,970.93
Piedmont Div Train Show	\$20,584.99	\$19,411.74	\$19,411.74	\$19,411.74	\$19,512.74	\$17,512.74	\$17,179.20	\$17,640.45	\$19,238.98
Piedmont Division 6586	\$13,082.34	\$12,875.08	\$11,882.88	\$11,649.45	\$11,538.82	\$32,385.80	\$46,798.27	\$4,631.68	\$3,412.82
SER 2023 Conventlon	\$500.00	\$500.00	\$500.00	\$700.00	\$700.00	\$800.00	\$820.00	\$1,091.00	\$1,321.41
TIAA CDs	\$41,848.53	\$41,848.53	\$41,848.53	\$41,848.53	\$41,848.53	\$20,957.92	\$0.00	\$0.00	\$0.00
Total Cash	\$76,015.86	\$74,635.35	\$73,643.15	\$73,609.72	\$73,600.09	\$71,656.46	\$64,797.47	\$65,268.06	\$65,944.14

—Jim Foley  
Director of Finance  
[finance@piedmont-div.org](mailto:finance@piedmont-div.org)  
404 542-4660





# PIEDMONT DIVISION CALENDAR



## 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 Cars and Locomotives or whatever you have  
 been working on and want to share.

## PIEDMONT DIVISION LAYOUT OPEN HOUSE

SATURDAY, JANUARY 14 CHARLIE CRAWFORD MMR® 1-5 PM  
 Adirondack Division of the New York Central Details on *Members  
 Only Events* tab on our website at [piedmont-div.org](http://piedmont-div.org)

## 62<sup>ND</sup> ATLANTA MODEL TRAIN SHOW

SATURDAY, JANUARY 21 GOLDEN SPIKE SHOW 9 AM to 5 PM  
 Gas South District Convention Center, 6400 Sugarloaf Parkway, Du-  
 luth, GA 30093. For more info go to [www.gserr.com](http://www.gserr.com)



## TRAINS! TRAINS! TRAINS!

SATURDAY, JAN 28 and SUNDAY, JAN 29 9:30 AM to 5 PM  
 Southern Museum, 2829 Cherokee St NW, Kennesaw, GA 30144. For  
 more information, go to [SouthernMuseum.org](http://SouthernMuseum.org)

## PIEDMONT DIVISION MEETING

TUESDAY, FEBRUARY 14 6 PM BOD; 7-9 PM Division Mtg  
 CLINICIAN: TOM GORDON TITLE: MAKING SMALL CUSTOM  
**CONNECTIONS FOR ELECTRONICS**  
 BRING & BRAG: Passenger Locomotives or whatever you have been  
 working on and want to share.

## PIEDMONT DIVISION LAYOUT OPEN HOUSE

SUNDAY, FEBRUARY 19 BRIAN GLOCK MMR  
 Sugar Valley and Sweetwater Railroad Details on *Members Only  
 Events* tab on our website at [piedmont-div.org](http://piedmont-div.org)



## PIEDMONT DIVISION MODEL TRAIN SHOW

SATURDAY, MARCH 11 10 AM to 5 PM  
 SUNDAY, MARCH 12 10 AM to 4 PM  
 Clarence Brown Conference Center, 5450 GA-20, Cartersville, GA  
 30121. For more info go to [themodeltrainshow.com](http://themodeltrainshow.com)

## PIEDMONT DIVISION MEETING

TUESDAY, MARCH 14 6 PM BOD; 7-9 PM Division Mtg  
 CLINICIAN: STEFAN BARTELSKI TITLE: 3D PRINTING 101  
 BRING & BRAG: Freight Cars or whatever you have been working on  
 and want to share.

## PIEDMONT DIVISION MEETING

TUESDAY, APRIL 11 6 PM BOD; 7-9 PM Division Mtg  
 CLINICIAN: CRAIG BROTMAN TITLE: SCENERY TECHNIQUES  
 Live demonstration!  
 BRING & BRAG: Building or Structure or whatever you have been  
 working on and want to share.

## PIEDMONT DIVISION LAYOUT OPEN HOUSE

SUNDAY, APRIL 16 BOB YOUNG Pennsylvania Railroad  
 Details on *Members Only Events* tab on our website at [piedmont-div.org](http://piedmont-div.org)



# RESULTS OF NOVEMBER BOARD ELECTION

## Election Report 2022 Piedmont Division Board of Directors Election



Four offices were on the 2022 Piedmont Division Board of Directors Election ballot: Superintendent, Director of Administration, Director of Personnel, and Director at Large (4 positions).

### Election Results

Elected to the Board of Directors are:

Superintendent	Perry Lamb
Director of Administration	Jim Datka
Director of Personnel	Scott Perry
Director at Large	Walt Liles Hank Primas Raymond Stewart Peter Thomas

### Ballot Distribution and Acceptance

Voting opened October 17, 2022. A total of 320 ballots (308 online, 12 paper) were distributed to voting-eligible members of the division and one test ballot was sent to [vpresident@nmra.org](mailto:vpresident@nmra.org) for verification of election messages. Voting closed November 1, 2022, with online voting closing at the end of the day and paper ballots required to be postmarked no later than November 1.

Ninety-five ballots were accepted (93 online, 2 paper). The test ballot was spoiled and not included in the vote tally.

### Voter Participation

The voter participation rate was 30%.

Respectfully Submitted,

**Rick Coble**  
Piedmont Division Elections Chair

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## 20<sup>TH</sup> ANNUAL PIEDMONT PILGRIMAGE VISITOR TALLY



We had 40 Layout Open Houses on this year's tour. Thanks to all the layout owners for their participation, as well as all the operators who volunteered their assistance.

Average attendance is down from pre-pandemic totals. While we await report from one hosts, total visitors is estimated to be over 2,200.

A full report will follow after all results are tallied.

Thanks to all of our hosts, operators and visitors. Special thanks to Mike Deaton and our entire committee for pulling together a highly successful 20<sup>th</sup> Annual Piedmont Pilgrimage!

—Joe Sullivan

[pilgrimage@piedmont-div.org](mailto:pilgrimage@piedmont-div.org)



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# Engineer's Wish List



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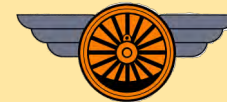
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# RENEW! RERAIL! RECRUIT! RETAIN!



Welcome to 2023, the year we turn our membership into a growth program! As you know Covid wrecked our membership with the loss of 84 members in 2020 and 2021, a total of 25% of our membership. Covid did one thing good for us though! It turned many new people to

our hobby as they were locked in their homes with nothing to do. I'm still having trouble getting On30 train track due to supply shortages. Right now, we are in the golden age of model railroading and the single greatest opportunity to grow our membership since the invention of DCC.

To regrow our membership, we certainly need your help. Most new members don't come from chance meetings at train shows. They come from you inviting people you know to our meetings and events. Please think through your friends list and bring someone to a meeting or to the March train show. At least give us their email address (with their permission) so that we can start including them on the events list. You can also be a mentor/similar interest friend to a new person to help get them engaged in the NMRA.

Starting with our next meeting we will have a sign in station at the front of the room and will need you to check off your name. We want to make sure everyone is a member or has been less than three times to a meeting. Visitors will be required to fill in a guest card, so if you see someone you don't know, bring them over so we can check them in. Gathering information is critical to our growth. I know some will not like this change, but it is required by the NMRA that we know who attends and if they are members, so we must do it.

Going forward we will no longer interview and photograph visitors in the meeting. Most of our kind are introverts and with two microphones and a photographer coming at you along with public speaking it can be quite frightening. Did you know that not one single visitor in 2022 came to a second meeting? If they did, we have no records of it, which is even worse. Going forward Scott will take their guest card and introduce them during the meeting. We will take their information and follow up with them, put them on a mailing list, as-

## MEMBERSHIP SUMMARY

Membership Last Month	362
Membership This Month	363
Increase / Decrease	1
2023 - 2024 Goal	100
YTD Membership Increase	1
Distance to Goal	99
Members New	2
Members Rerailed	2
Members Lost	3
Members in Arrears	19
Members to Renew	76

New Members	Lindsay Scott (11/22), Kenneth Shaffer (11/22)
Rerailed Members	Gary Cohen, Nathaniel Emerson
Lost Members	Phillip Bryant, Charles Butler, Michael Pietrowski

sign a "friend or mentor" that has similar interests, and work with them to become an active member of the Division.

Now is the time to bring a friend!

I'm looking forward to two years of incredible growth if you are willing to help us! Got ideas for growth? We'd love to hear them!

—Scott Perry  
Director of Personnel  
[personnel@piedmont-div.org](mailto:personnel@piedmont-div.org)  
803-504-9392

# THE PIEDMONT PILGRIMAGE

## MY THREE YEAR MISSION—BY MIKE DEATON



It is hard to believe that it's been more than three years since Gary Jarebek's sudden passing in September of 2019. Fortunately for the Piedmont Division, all of Gary's hard work to plan and organize the 2019 Piedmont Pilgrimage was almost complete, and Charlie Mason MMR® and others were able to see it through to a very successful conclusion.

The Division was still faced with finding someone to fill Gary's big shoes. So, in January of 2020, I made my fateful three-year commitment to then-Superintendent Walt Liles and the Board to take on the important Chairperson's role for this annual event. Thinking I would only need to follow along in Gary's footsteps for that time, I had no way of knowing Covid-19 would come along and dramatically change that landscape!



So, my first Piedmont Pilgrimage year featured an all-virtual event in 2020. With a great deal of help from a talented and dedicated committee, we produced an amazing collection of video layout tours for online viewing. We were able to adapt the existing Pilgrimage website for the new type of program, and our videos generated thousands of views via YouTube.

As vaccines became available, and the pandemic began to ease up, we shifted gears in my second year to produce a "hybrid" event for 2021. We featured a limited number of virtual tours, along with a modest schedule of open houses.

Both types of programs were well received by members and the public. I was fortunate to have Joe Sullivan take on a more active role in planning the in-person tours, and he would later agree to be my Co-Chair for my third year.

For the just-completed 2022 Pilgrimage (our 20<sup>th</sup> annual!), we were able to go back to having only our traditional in-person, in-home tours. It was still a year of transition, though, because of the roll-out of the Division's all new website. Still, we got through all of that, and although the total number of layout tours and visitors were a bit short of our historical averages, everything seemed to go well. I had some concerns that our "reopening" might lead to some over-crowded tours, but that was generally not a problem.

So, with those three very challenging years of Piedmont Pilgrimage coordination behind me now, I am pleased (and relieved!) to announce that Joe Sullivan will be the Chairperson for 2023 Piedmont Pilgrimage (our 21<sup>st</sup> annual!).

I want to thank Joe for his support this year, and everyone else who helped me along the way.

And let me add a thank you to our many modelers who have participated as tour hosts over the years. We still missed having some of you back this year, but we hope to have an even fuller Pilgrimage schedule for this fall. Please start thinking about your participation now.

Thank you all!

—Mike Deaton





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# PIEDMONT DIVISION'S OCTOBER MEETING

## OVIDIU TRIFANESCU: *Will It Stick?*



As modelers, we are constantly attaching things on to other things. These can be made of many different materials. Some are porous like foam, wood and card stock. Some are not, like plastics, metals or ballast stones. We even want to stick porous material on to non-porous ones.

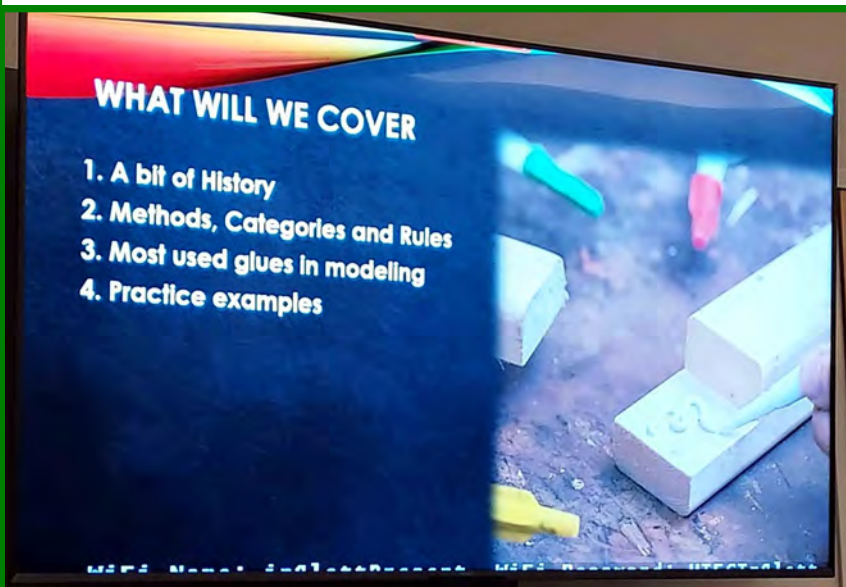
Sometimes we want things to be permanently attached and hold together despite movement or handling. Other times we want the option to take them apart in the future.

Modeling is truly made better through chemistry. And Ovidiu showed us how.

He covered the many options available to us, their advantages and disadvantages, and when, where and how they should be used. This was an incredibly detailed presentation, and if you were not there you should catch it on our YouTube channel.

Sticking to Ovidiu's advice will hopefully keep you from getting mentally unglued over your next project.

—Jim Datka



Photos by  
James  
Bando





# PIEDMONT DIVISION'S OCTOBER MEETING DIVISION BUSINESS MEETING



Walt Liles—on behalf of Roy Masterson—presents Rick Coble with the **SER President's Award** for his outstanding work and dedication benefitting the Region as well as our Division and the NMRA



Piedmont Pilgrimage Co-Chairs Joe Sullivan and Mike Deaton provide details of the home layout tours running Saturday, October 22<sup>nd</sup> thru Sunday, November 20<sup>th</sup>



SER 2023 Convention Chair Walt Liles gave details of the *Cartersville Express* being held in Cartersville, GA from Thursday, September 14<sup>th</sup> through Sunday September 17<sup>th</sup>

Photos by James Bando

## FIRST TIME MEETING ATTENDEES



Eric Leroux



Jim Arnold



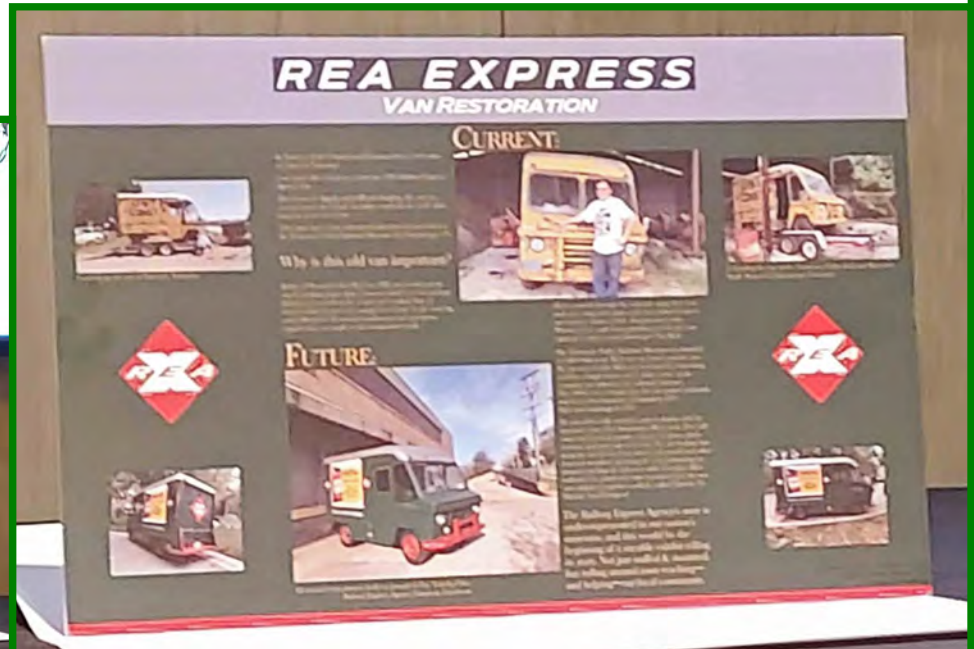


# PIEDMONT DIVISION'S OCTOBER MEETING BRING-AND-BRAG: MODIFIED PASSENGER CARS



Doug Alexander presented several Pullman cars that he has fully detailed and added lighting

Eric Leroux shared detail of his ongoing restoration of an REA Express van







# PIEDMONT DIVISION'S NOVEMBER MEETING

## NORM STENZEL: *TRICKS OF THE TRADE: MAKING YOUR DIGITRAX SYSTEM ALMOST BULLET PROOF*



Norm has worked for Digitrax and has extensive experience with many types of model railroading technology.

He opened this clinic dispelling some of the myths and misconceptions about Digital Command Control (DCC)—some of which are perpetuated by the manufacturers themselves.

He went on to explain LocoNet which he described as the heart and soul of the Digitrax system. Norm cautioned that this system will only operate as effectively as your cable's RJ12 connections are made. He offered guidance on how to properly connect each end to the color coded wiring and test the cabling before putting it on your layout.

Norm provided examples of how to link together the LocoNet components for any sized layout using daisy-chain, star and branch networks. He emphasized that you should only have one command station as “boss” on your layout managing boosters and other components. He highlighted Digitrax's LocoNet Repeater (LNRP) modules that he described as their best kept secret. The LNRP isolates and protects segments of the LocoNet, while improving wireless throttle performance and provides a powerful diagnostic tool. It is a great way to expand LocoNet over large layouts. Norm provided examples of how to use the LNRP features.

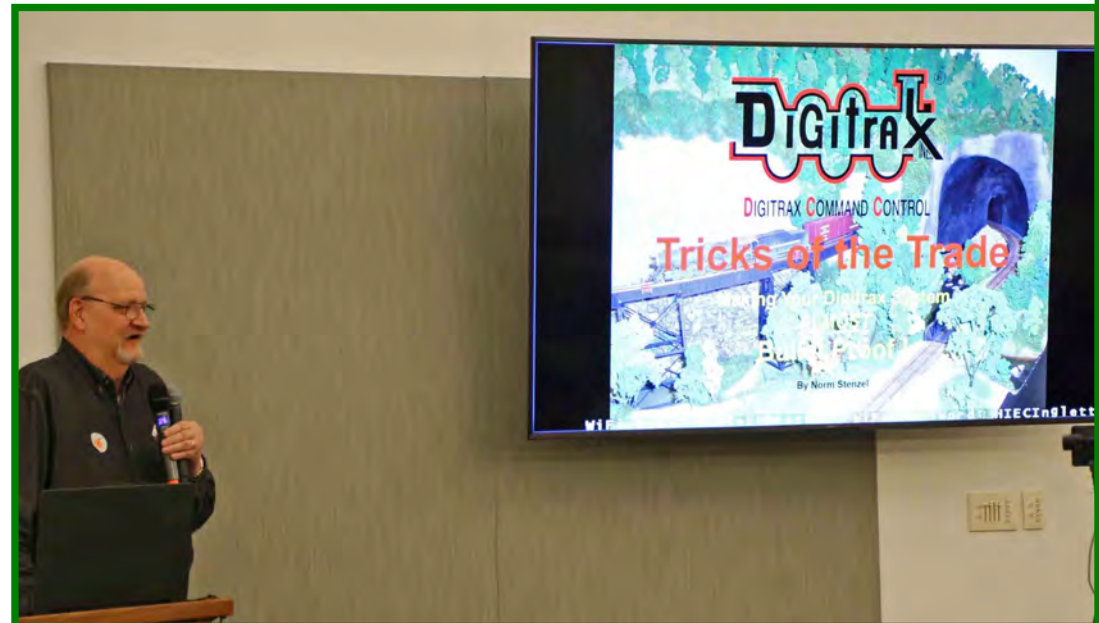
He described several LocoNet housekeeping steps that keep trains running well and avoid potential problems. Norm went on to provide suggestions and example of proper wire organization. He also offered the advantages and disadvantages Digitrax wireless throttles using infrared and simplex- or duplex-radio frequencies. Throttle troubleshooting was also discussed at length, as well as how to update LocoNet software.

If you are looking at using Digitrax on your layout, this video on our YouTube channel is where you should start.

If you currently have a Digitrax system, you should bookmark this video.

—Jim Datka

Photos by James Bando





# PIEDMONT DIVISION'S NOVEMBER MEETING DIVISION BUSINESS MEETING



AP Chair Charles Mason MMR® presented Achievement Program Awards to several Piedmont Division members.



John Stevens received a Certificate of Achievement Model Railroad Engineer—Electrical



Norm Lundin received a Merit Award for Master Builder Scenery for his Elk River Railroad



David Rever received a Merit Award for Model Railroad Engineer—Civil with his HO Right Hand Turnout



Norm Lundin also received Certificates of Achievement for Master Builder—Scenery and Model Railroad Author





# PIEDMONT DIVISION'S NOVEMBER MEETING

## BRING-AND-BRAG: STRUCTURES WITH DETAILED INTERIORS



Eric Haffuer described how he detailed a passenger car



Doug Alexander showed a street scene that he had kit-bashed and described the prototype that inspired it

### FIRST TIME MEETING ATTENDEE



Mack McCluer



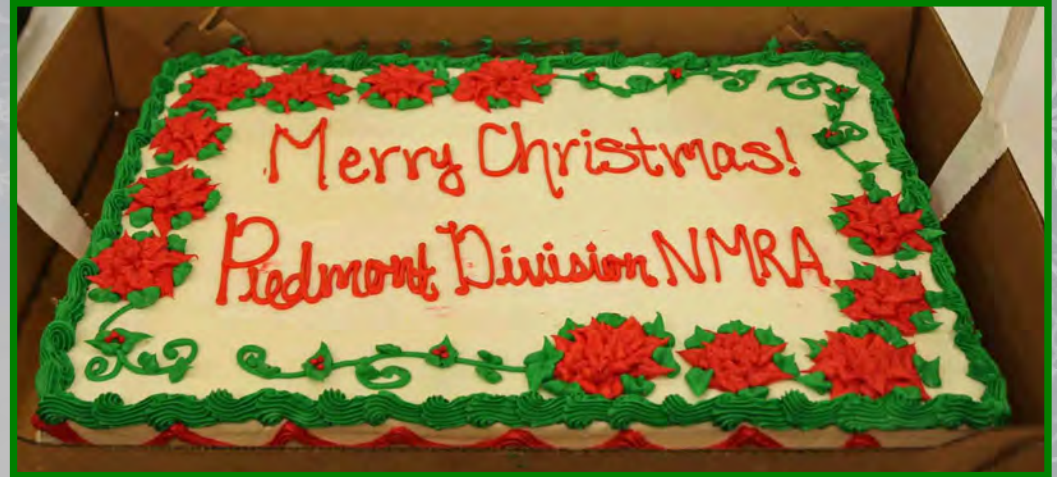


# PIEDMONT DIVISION'S OCTOBER MEETING ANNUAL HOLIDAY PARTY



*A great time was had by all at our annual Holiday Party and Feast.*

*It symbolized some of what the Piedmont Division stands for:*



**FELLOWSHIP**

**SHARING**



**GENEROSITY**







# PIEDMONT DIVISION'S OCTOBER MEETING ANNUAL HOLIDAY PARTY



*The Piedmont Division stands for:*

**SERVICE**



Peter Thomas was recognized with a Piedmont Division Conductor Award



Kathy Gelmini, Leslie Ann Bundy, Diana Watson and Sally Bando are responsible for the wonderful gathering and putting the banquet together



Tom Gordon was recognized with a Piedmont Division Engineer Award





# FEATURED MEMBER LAYOUT: JIM TRAVIS' JAMESTOWN AND TURTLE CREEK INTERCHANGE



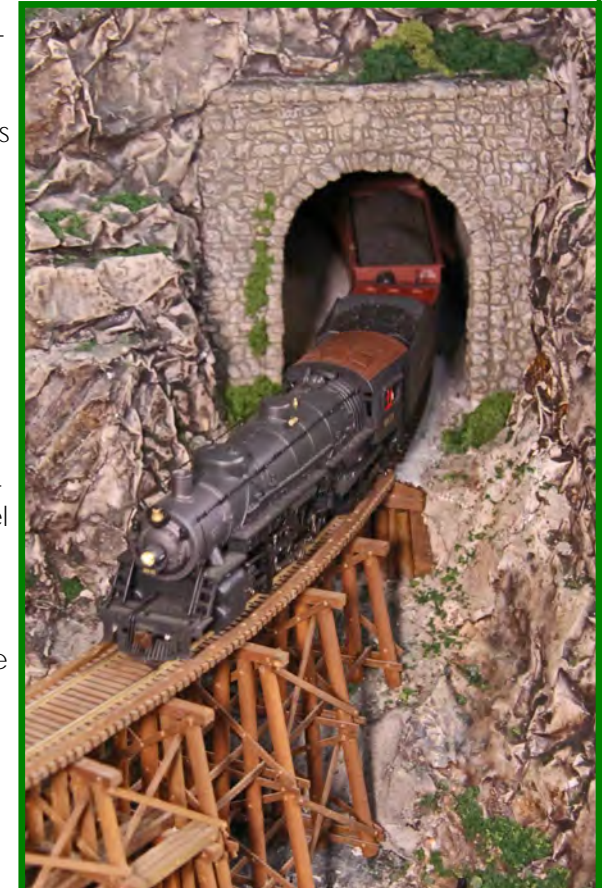
Jim's layout is very much a work in progress. But it is clearly well thought out to provide an incredible operating experience. There are many industries with sidings, each positioned to give operators switching challenges without the problem of working around other engines.

Passing sidings and run-around tracks at key locations provide effective train scheduling and efficient switching.

Scenery in some sections is sparse, but where it is complete it provides a high level of visual impact and builds anticipation for what is yet to come.

Track has been laid and the number of trains that were operating speak to its craftsmanship.

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Article and Photos by Jim Datka





# FEATURED MEMBER LAYOUT: JIM TRAVIS' JAMESTOWN AND TURTLE CREEK INTERCHANGE



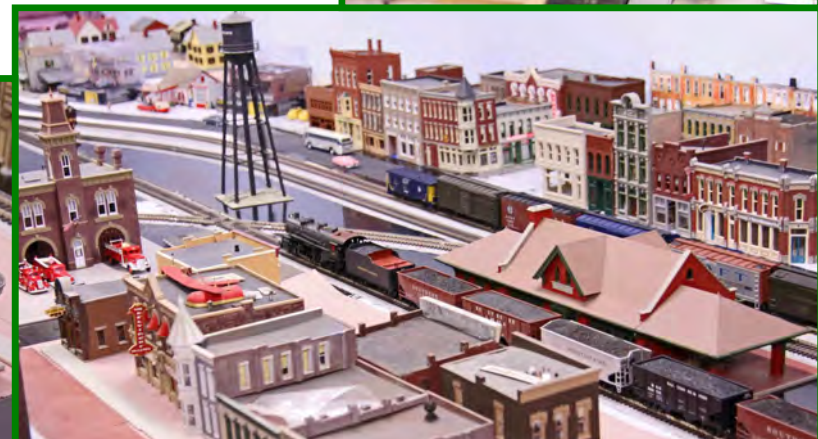
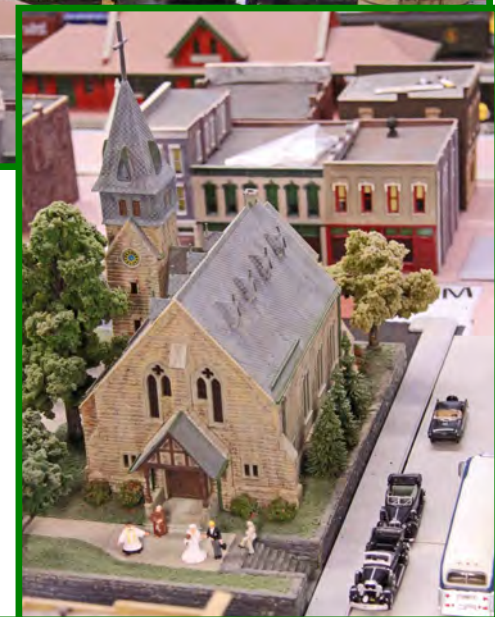
They say Rome wasn't built in a day, but I understand the *NORTH ATLANTA RAIL BARONS* came close with the city on this layout. All the *Barons* contributed by constructing buildings just in time for the Piedmont Pilgrimage.



The city is populated with vehicles and people that reflect this steam-to-diesel transition era layout.

This transportation hub features a station for passenger trains as well as an adjacent Greyhound bus terminal.

(continued on next page)







# FEATURED MEMBER LAYOUT: JIM TRAVIS' JAMESTOWN AND TURTLE CREEK INTERCHANGE



The large Godwin Coal Mining Company supports the steam locomotive operations as well as an electric power plant.

Miners and their families are housed nearby in neat little row houses, separated from the mine by a small freight house and a water tank for thirsty steam locos.

A John Deere farm equipment dealership located next to the mine is also served by rail.

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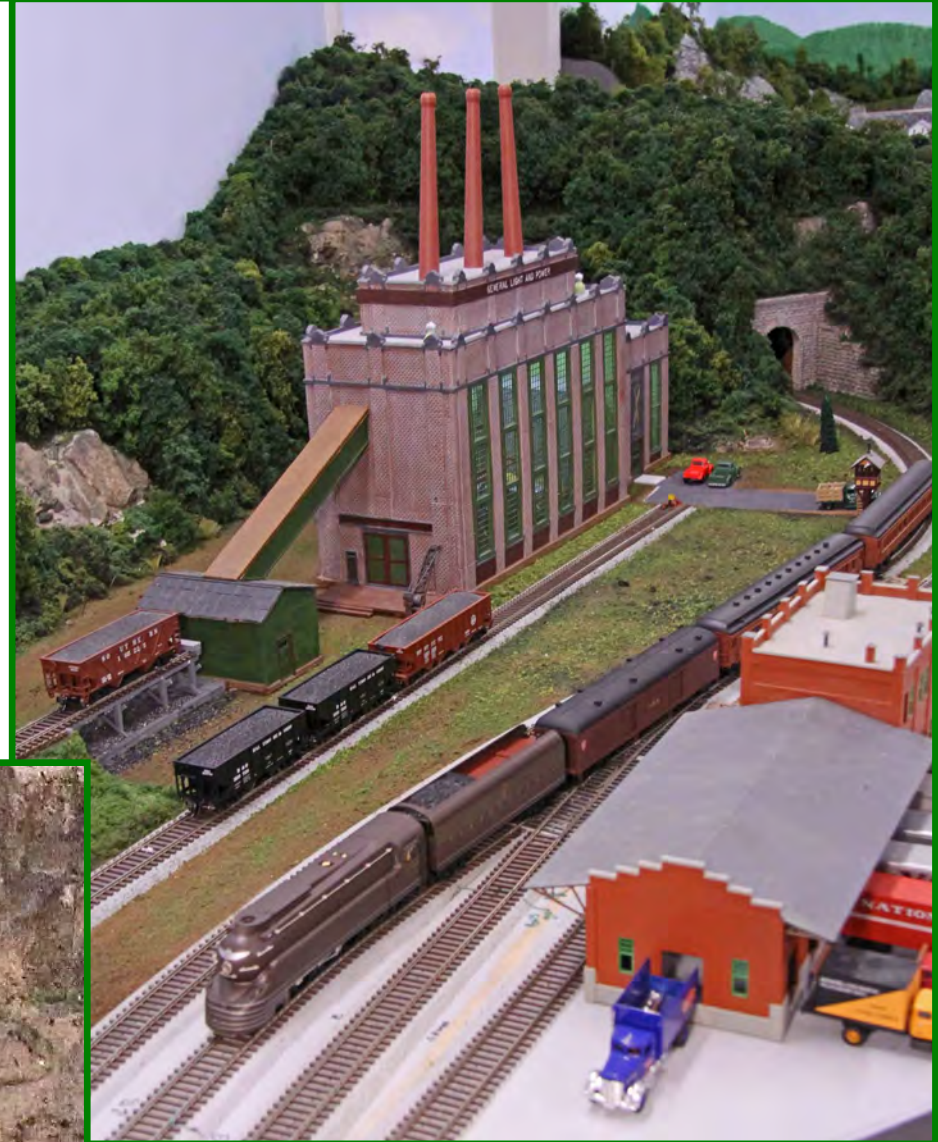




## FEATURED MEMBER LAYOUT: JIM TRAVIS' JAMESTOWN AND TURTLE CREEK INTERCHANGE



The beautifully detailed and well lit General Light and Power plant is a dominant feature on the layout. It is fed by an elevated coal dump for rail cars.



On the rock cliff overlooking the plant, there appears to be a face. Whether this is a natural formation or it occurred from blasting is unknown.

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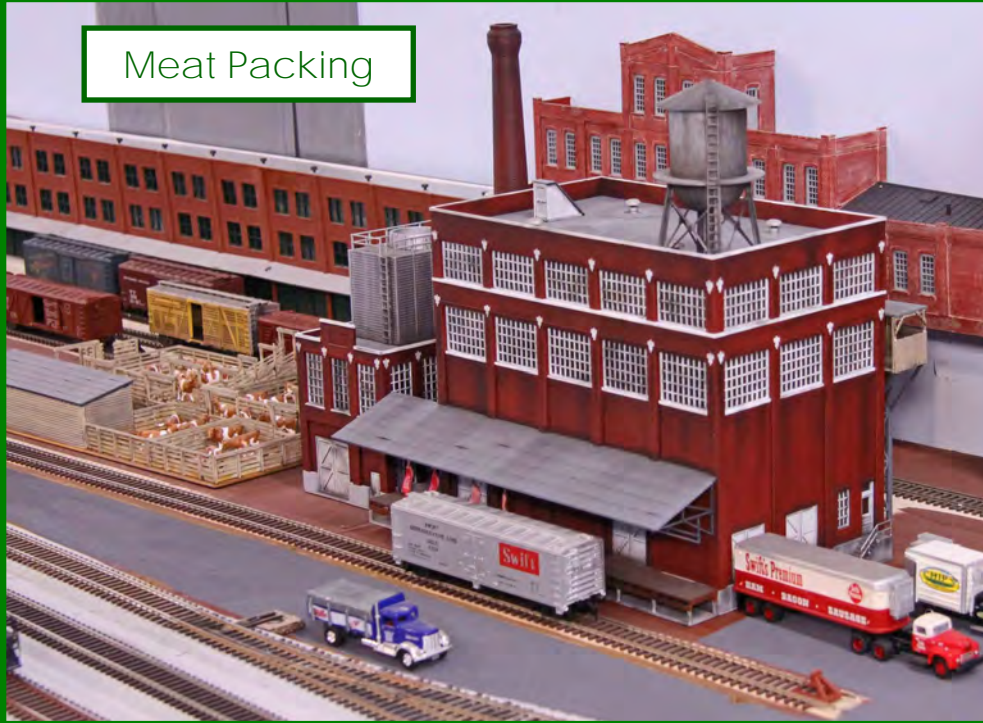




# FEATURED MEMBER LAYOUT: JIM TRAVIS' JAMESTOWN AND TURTLE CREEK INTERCHANGE



Meat Packing



There are many, many rail-served industries on the layout keeping engineers and conductors busy spotting cars and moving cargo. These are well detailed and appropriately outfitted for the work they perform.



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Icing Plant







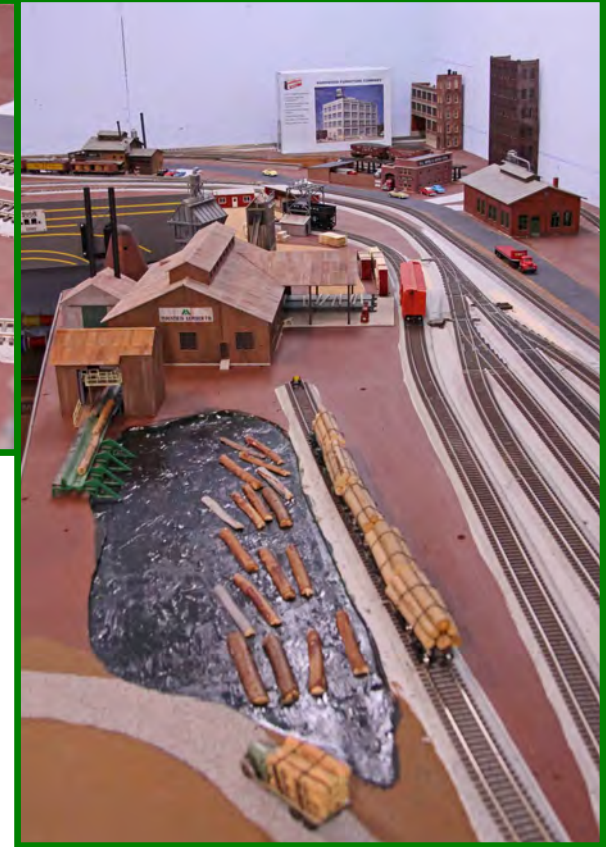
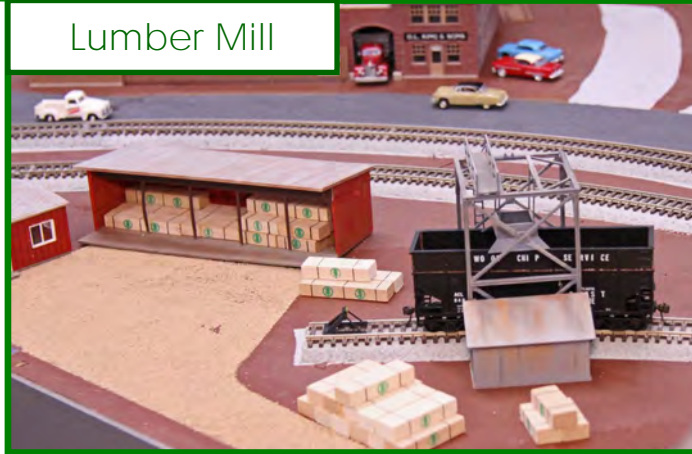
# FEATURED MEMBER LAYOUT: JIM TRAVIS' JAMESTOWN AND TURTLE CREEK INTERCHANGE



Brewery



Lumber Mill



Pickling



Autorack Train



Freight Terminal



Oil Terminal



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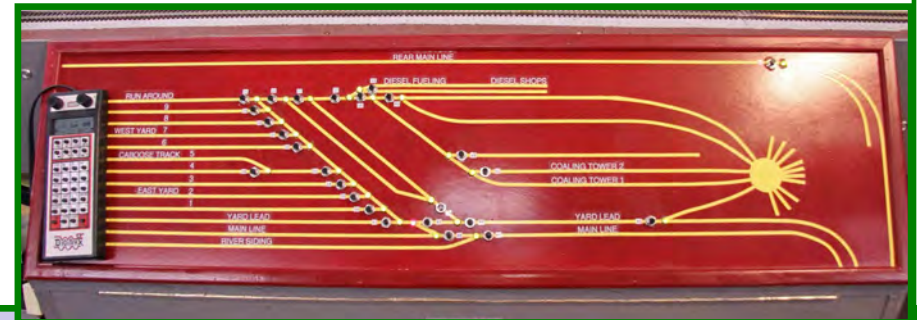




# FEATURED MEMBER LAYOUT: JIM TRAVIS' JAMESTOWN AND TURTLE CREEK INTERCHANGE



There are several large yards and engine facilities to support all of the operations on Jim's layout. Well labeled panels allow the yard masters to easily control all movements within their domain.



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## FEATURED MEMBER LAYOUT: JIM TRAVIS' JAMESTOWN AND TURTLE CREEK INTERCHANGE

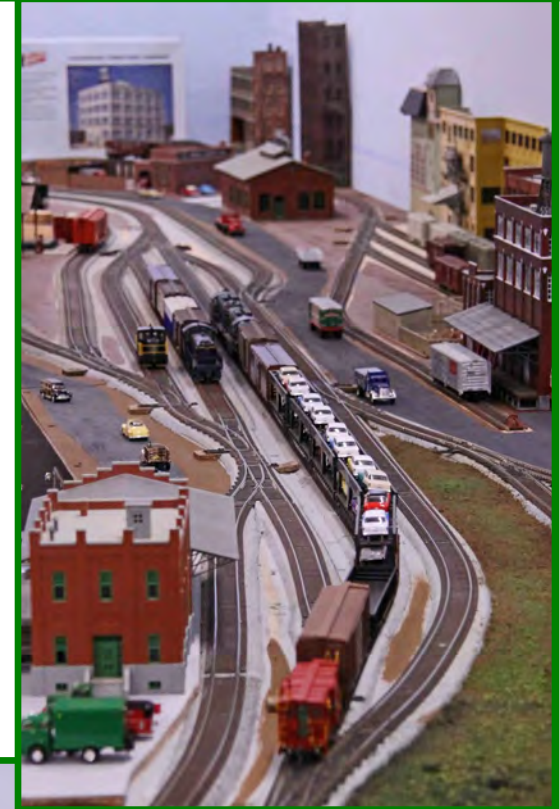


Jim showed off his layout to his visitors during the Pilgrimage, while the *Rail Barons* continuously ran trains.

Leaving nothing to chance, they even had a yard master directing the parking outside his home.

This would be a great layout to operate on.

—Jim Datka







# FEATURED MEMBER LAYOUT: JIM TRAVIS' JAMESTOWN AND TURTLE CREEK INTERCHANGE



The festive picture above of the *North Atlanta Rail Barons* that worked on Jim's layout and was posted by Kim Travis

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# SCRATCH-BUILDING A MERIT AWARD FREIGHT CAR

BY CHARLES MASON MMR®

For many NMRA members working toward becoming a Master Model Railroader® (MMR), the last remaining AP certificate is the Master Builder - Cars certificate. The requirements for this certificate are fairly simple: build eight super-detailed, operable scale models. There

must be at least four different types of cars represented and one must be a passenger car. Four of the cars must be scratch-built and four of the cars must earn Merit Awards. Generally, it is easiest if the four scratch-built cars are the ones with Merit Awards. This article provides information, suggestions, and tips to the novice scratch-builder on how to scratch-build a model which will earn a Merit Award. An experienced scratch-builder who can serve as a mentor can provide invaluable guidance to the novice during construction.

## SOURCES OF SCALE DRAWINGS

Magazines devoted to the hobby of model railroading have provided construction articles and scale drawings of rolling stock for decades. These magazines include *Model Railroader*, *Railroad Model Craftsman*, and *Mainline Modeler*. I particularly recommend the back issues of *Mainline Modeler* for scale drawings and photographs of prototype rolling stock. The scale drawings in *Mainline Modeler* not only contain the standard front, top, and side views, but also include an underbody view with complete brake system details. Other sources of construction articles and plans are the magazines issued by historical societies dedicated to specific railroads.

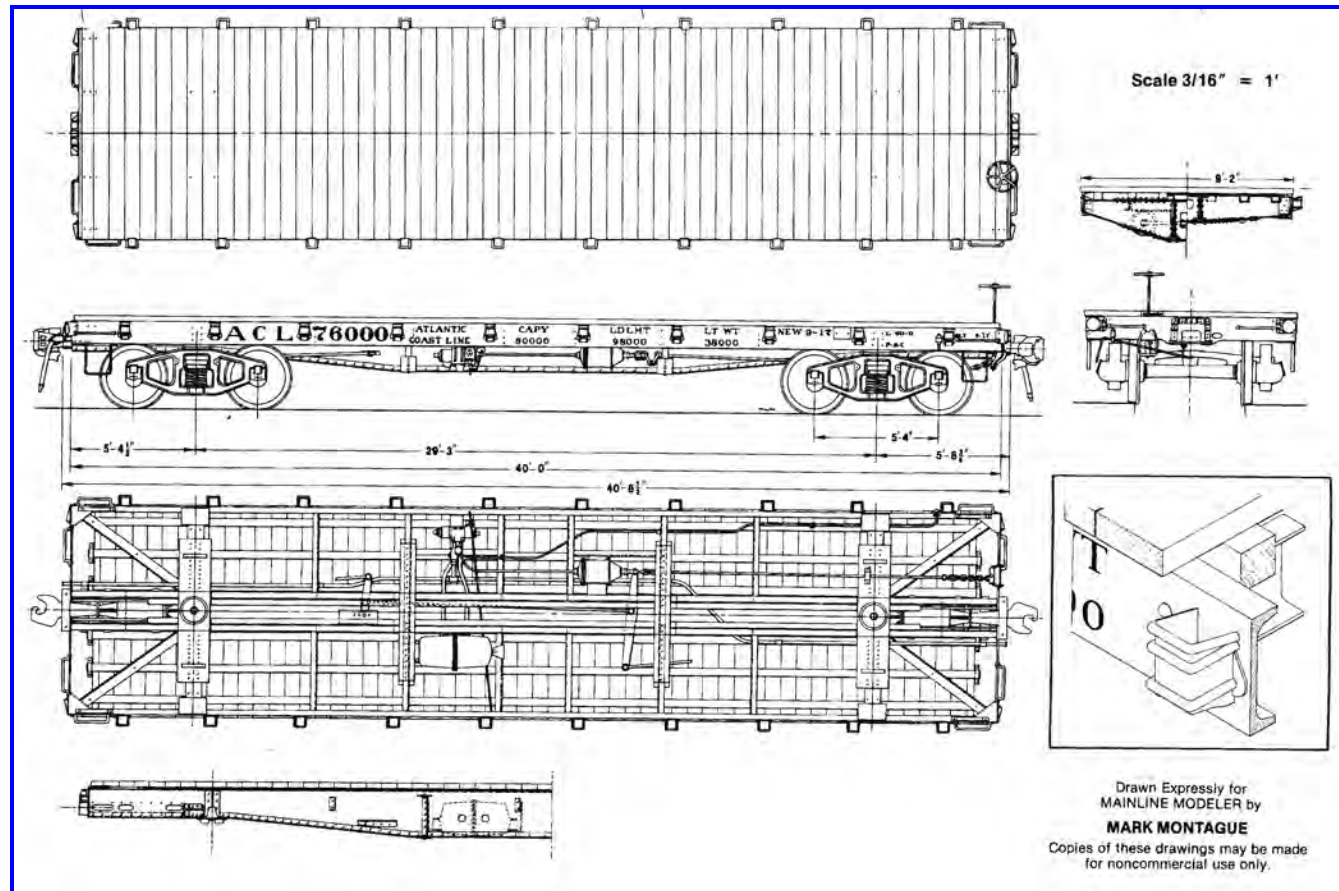
A forty-foot flat car is an excellent choice for a first scratch-built model. Once one masters the techniques to build a flat car, these techniques can easily be applied to other types of cars. Adding ends to a flat car produces a pulpwood car. A gondola is essentially a flat car with short sides and ends. A box car is constructed by adding sides, ends, and a roof to a flat car frame. A transfer caboose can be built by adding a box and railings onto a flat car.

So let's begin building a flat car in HO scale. Pro-

TOTYPE drawings for an ACL 40' flat car can be found in the May 1984 issue of *Mainline Modeler*. The entire carbody will be constructed using styrene. The decking will be built up using individual planks of 2"x6" scale lumber (basswood). Brass wire will be used for brake lines, brake actuator rods, grab irons, and cut levers. Brass strips will be used to create stirrups.

A model is considered "scratch-built" by the NMRA if less than 10% of the parts are commercial parts. Exempt commercial parts include trucks, couplers, brake system components, marker lights, and decals. So keep track of the number of parts that go into the model. By the time this model is complete there will be around 300 parts and it will be 100% scratch-built. I recommend using Kadee #178 scale couplers and draft gear boxes, Tichy Group brake components, and Hi Tech Details #6038 brake hoses -- all exempt parts.

Continued on next page





# SCRATCH-BUILDING A MERIT AWARD FREIGHT CAR

CONTINUED

## ESSENTIAL TOOL FOR REPETITIVE CUTS

An essential tool for any scratch-building is a NWSL Chopper. It enables one to cleanly cut multiple parts to a consistent length. This is essential for producing a uniform and well-built model. The flat car decking alone will require about 75 identical pieces of scale lumber. There are also 20 stake pockets to be applied to the car sides.

## BUILD FROM THE BOTTOM UP

Begin by cutting an underbody from Evergreen V-grooved siding sheet and add on the longitudinal stringers. The bolsters for the trucks can be built up from styrene. There is no need to buy commercial bolsters -- make your own. Fabricate the center sills next. Before adding any structural components to the floor, plan carefully where all brake lines, actuator rods and linkages go and mark the locations of holes. This is important! Pre-drill holes and cut slots in the various structural members before these parts are cemented in place. Once the bolsters, center sills, and cross sills are cemented to the underbody, it becomes impossible to drill holes to run the brake lines. Drill the holes large enough to allow the wire pieces to easily slide into place without kinks. Continue assembling all the structural members and add the sides and ends. Fit in the brake system components as you proceed.

## MAKE YOUR OWN JIGS FOR GRAB BARS AND STIRRUPS

The goal for this model is to be 100% scratch-built. Therefore, do not buy commercial grab irons and stirrups. Make your own! This is how you boost your score during judging. It is not difficult to hand-make grab irons. You make a jig from a scrap piece of styrene. From one end of the piece of styrene, measure in the desired width of the grab iron and drill a hole the same size as the wire. I use .015" brass wire for grab irons. Make a 90-degree bend at one end of a piece of brass wire and place it in the hole in the jig. Then bend the wire 90 degrees around the edge of the styrene jig and cut off the wire. You now have one grab iron and can quickly fabricate many more identical grab irons. Stirrups can be made in a similar fashion. I make stirrups from .015"x.025" brass strips and bend the brass around an appropriate size of styrene strip. Cut levers can also be quickly produced by bending a piece of brass wire to the proper shape. Scratch-building these detail parts adds points to your judging score. Add scratch-built poling pockets to each side of the end sills.



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## STAKE POCKETS

Most flat cars have stake pockets. This 40' flat car has ten pockets on each side of the car. Although tedious, it is not difficult to make stake pockets. I used 3/32" channel by Plastruct for the stake pockets. Ears on each side of the pocket were attached using .010"x.020" styrene strips. Three pieces of styrene went into making each stake pocket. With 20 total stake pockets on the model, this added 60 pieces to the parts count.

Assemble all the remaining components and detail parts, except the decking. Once the stirrups are cemented to the bottoms of the sides and ends, be careful handling the model. It is easy to knock off a stirrup. I paint and decal the model before adding the decking.

## DECKING

The decking is made by cutting 2"x6" scale lumber to the proper width of the deck. The individual planks are each stained varying shades to produce the desired weathering effects. Before gluing the planks down, I paint the edges black to make the individual planks stand out. When gluing the planks down, begin at both ends and work toward the center. When there are about six planks remaining, figure out how they will fit. You don't want to have just one thin plank in the center. If necessary, sand down the width of five or six planks just a little so they fit perfectly together and no one will notice the difference. Once all the deck planks are glued down, apply any additional weathering effects to the deck.

## MERIT AWARD JUDGING

You now have a scratch-built flat car that is ready for Merit Award judging. You need to complete a judging sheet before the judges will evaluate your model. Use attachments if there is not enough space on the judging form to describe your model. A well written judging sheet can add points to your total score. Your model must earn 87.5 points out of a total of 125 points to achieve a Merit Award.

Construction is worth 40 points. Points are assigned using a matrix based on quality and complexity. Make sure all your parts fit well together and there are no sloppy glue joints. Tell how you constructed the model, how

[Continued on next page](#)



# SCRATCH-BUILDING A MERIT AWARD FREIGHT CAR

CONTINUED

you scratch-built your own grab irons, stirrups, stake pockets, cut levers, etc.

Detail is worth 20 points. List all the details that have been added to your model like stake pockets, grab irons, stirrups, cut levers, etc. State that you have fully modeled the car's brake system.

Conformity is worth 25 points. Too many modelers lose significant points here because they do not properly document their model. Include the scale drawings you used to build your model and make sure that you built it to the proper dimensions. Do not provide a drawing for a 50' flat car if you have constructed a 40' flat car. Provide photos of the prototype if you have them. Prototype photos can usually be found on the Internet. Use proper trucks for the car and its time period.

Painting and Lettering is worth 25 points. Is the paint nicely applied without runs or streaks? Are the decals neatly applied and straight? Does the decal film disappear, or is it cloudy? These factors are all considered by the judges.

Scratch-building is worth 15 points. If your model is 100% scratch-built, you will probably earn the maximum. If your model is 90% scratch-built, you may receive a few points less.

A nicely scratch-built model with well-written documentation should receive a Merit Award.

## LIST OF PARTS AND MATERIALS

### Tools:

HO scale rule  
NWSL Chopper  
Dial calipers  
Hobby knives  
Tweezers  
Needle-nose pliers  
Files  
Pin vise and assorted drill bits  
Tap set (2-56)  
Screwdriver  
Paint brushes

### Commercial Parts:

Kadee #178 Couplers and Gear Boxes  
Tichy #3013 AB-Brake set  
Tichy Bettendorf Trucks  
Hi Tech Details #6038 Brake Hoses  
(NOTE: these parts are exempt in AP judging for scratch-building)

### Materials:

.020" V-groove styrene siding sheet (.060" spacing)  
.010" styrene sheet  
.020" styrene sheet  
.030" styrene sheet

.010" x .020" styrene strips  
.015" x .188" styrene strips  
.020" x .020" styrene strips  
.020" x .040" styrene strips  
.020" x .060" styrene strips  
.020" x .080" styrene strips  
.040" x .125" styrene strips  
.080" x .125" styrene strips  
.125" x .125" styrene strips  
.080" styrene channel strips  
.100" styrene channel strips  
3/32" styrene channel strips  
2" x 6" scale lumber strips  
.010" brass wire  
.015" brass wire  
.020" brass wire  
.015" x .025" flat brass strips  
Fine chain  
Insulation from 22-gauge wire  
Archer rivet decals  
Polly Scale Tarnished Black paint  
Model Master Gloss and Flat Finish paints  
Micro Mark grey stain  
Tichy #9021 flat car decals



—Charles Mason MMR®  
AP Chairman