

THE PIEDMONT DIVISION

SOUTHEAST REGION, NATIONAL MODEL RAILROAD ASSOCIATION

TIMETABLE

VOLUME 27, No. 6

Spring 2024



PIEDMONT DIVISION

SOUTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION



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VOLUME 27

No. 6

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Jim Datka Editor and Publisher
Doug Alexander. Associate Editor
James Bando. Photo Editor

CONTRIBUTORS

Perry Lamb

Deadline for the
Summer 2024 Edition of the
TIMETABLE:

Wednesday, May 22, 2024

Send Submissions to:
timetable@piedmont-div.org

"WE'RE ALL ABOUT THE TRAINS"



HAVE LAYOUT, WILL TRAVEL

The first quarter is always the busiest time for our Division. We have shows in the far eastern metro as well and the far western. And we have the Piedmont Division Model Train Show up in Cartersville.

Short of my very few vacations, I put on more mileage this time of the year. Thankfully we do not have the weather to contend with from my native Wisconsin.

This is NOT a complaint. I love showing the Ambassador layout and letting kids sound the horn and bell or even run a few trains. After seeing the joy of their children operating on the layout, I have had many a conversation with their parents as to how to get into the hobby. They never considered the skills development opportunities and creativity involved. When they realize all the things that model railroading can offer, they can see how it can be a great family hobby. Many just like the idea of something to reduce screen time.

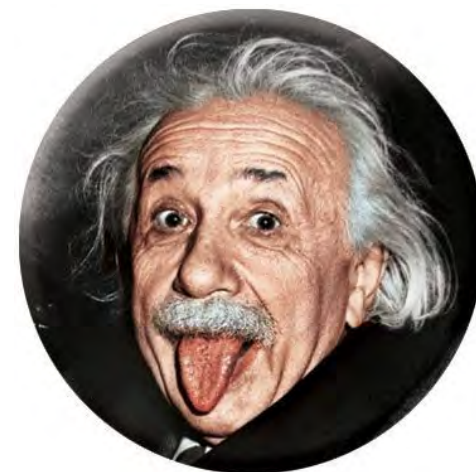
Unfortunately this is also the busiest time of the year for my job, which is why this issue is so late. Hopefully that will improve as I am setting a date for at least a partial retirement in the not too distant future. Just have to convince my boss, who is also my wife.

Dr. Joe Nichols Jr.'s clinic on how he dealt with space issues and his spouse was enlightening and very entertaining. In my case it's not space but time that is the problem. I may need to look to the famous physicist who came up with concept of the spacetime continuum for a solution.

To get our *TIMETABLE* back to running on schedule, our Associate Editor Doug Alexander has agreed to lead on the next issue. I'm also looking forward to his ideas on what this publication could be. A little more creativity is always welcome.

If you have any ideas or suggestions, please reach out.

Until then, remember $e=mc^2$



—Jim Datka
TIMETABLE Editor and Publisher
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PIEDMONT DIVISION SUPERINTENDENT'S REPORT
SPRING 2024



Wow, we are headed towards the middle of 2024 and we are a busy group. Time seems to fly the older you get and this year seems to be zip-ping past. In any event, work is busy, the Division is busy, and I'm trying to get my own modeling done, so off we go.

First, MODEL RAILROADING 101 and the new member meet and greet will be happening this weekend. I am looking forward to seeing new and returning model railroaders and spending time with our new members. As Walt Liles notes, getting our new members involved and working inside the Division will, we hope, keep them engaged in the NMRA and the Piedmont Division. Keeping members engaged, I hope, will keep them as members.

Next, our Train 'N Camp schedule is coming together. We have filled the slots for the Fast Tracks camp and we are working to get the Arduino camp on the calendar and ready. I'm really looking forward to the Arduino as I can think of a couple of places on my own layout where something like this would be very, very cool. Imagine, the Hard Rock Café on my layout should, I hope, have lights that change and some really awesome rock music. The church I am building will light up and the choir will sing. That is awesome. And I know these devices can do more than that.

Before I get too far ahead, I need to thank Tom Gordon for his very cool clinic on miniature control panels for our model railroads. I think this is just what I am looking for as an addition to my own layout. Right now, my turnout controls are mounted directly to the fascia and have either notes or paper track diagrams above them. Having the buttons and diagram neatly installed in one unit, to me, is awesome. Thank you, Tom!

We have our normal full slate of monthly Division meetings, open houses and other events headed your way as well. In May, Walt Liles will be talking about track planning on a layout. Walt is really very good at this and he has experience working with tracks in the real world! Cool! The Division is also planning on holding a Division-wide swap meet on May 18th. This should be a really fun way to buy and sell stuff/things/treasures/ummmm, stuff! Please watch the website for more information on this event! Stefan Bartelski 's Blue Ridge Scenic Railroad will be the Member-only open house for the month. This should be very cool.

continued on next page

PIEDMONT DIVISION SUPERINTENDENT'S REPORT
SPRING 2024 (CONTINUED)

Things will continue in June. For our Division meeting, we'll have a great clinic featuring one of a couple of different topics. Watch our website for more information. The June open house will be my own Utah, Colorado, and Western Railroad. I am still working on the scene and structure for an oriented strand board factory. In addition, the Southeastern Railway Museum will be hosting Model Railroad Days. This is a fun event and features lots of trains!

Remember that the Southeastern Region Convention is June 20 – 23, 2024 in Decatur, AL. Region conventions are always fun and a great way to greet friends and learn new things. Please consider going to the convention, enjoy your time, learn something new, and watch trains!

Please be on the lookout for a survey of the Division membership. We are looking for input from all of you. OK, I need to get this out and get back to work. There is also a new airbrushing project, the OSB plant, scenery for the layout, cutting the grass out front, the list goes on and on. Enjoy Spring and the great weather, but keep working on the railroad.

Until next time, Engage!

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



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PIEDMONT DIVISION CALENDAR

PIEDMONT DIVISION MEETING

TUESDAY, APRIL 9 6 PM BOD; 7-9 PM Division Mtg
CLINICIAN: TOM GORDON TITLE: TRACKSIDE TURNOUT CONTROL
PANELS BRING & BRAG: New project you started

MODEL TRAIN EXPO AT CHATSWORTH DEPOT

SATURDAY, APRIL 13 Noon to 5 PM
500 N. First Avenue, Chatsworth GA 30705. For more info go to [facebook.com/ChatsworthDepot](https://www.facebook.com/ChatsworthDepot)

PIEDMONT DIVISION NEW MEMBER RECEPTION

SATURDAY, APRIL 20 Noon to 1 PM
Chat with leaders in the organization and get connected with your Division, Region and NMRA—Luncheon will be served. First Presbyterian Church, Church Street, Marietta, GA

TRAIN 'N CAMP MODEL RAILROADING 101

SATURDAY, APRIL 20 1 PM to 4 PM
Clinic will show you how to get started and turn your train set it into a model railroad. Experienced instructors will answer all of your questions. This class is free and open to the public. First Presbyterian Church, Church Street, Marietta, GA For more info contact training@piedmont-div.org

PIEDMONT DIVISION MEETING

TUESDAY, MAY 14 6 PM BOD; 7-9 PM Division Mtg
CLINICIAN: WALT LILES TITLE: TRACK PLANNING ON A LAYOUT
BRING & BRAG: Favorite short line railroad Loco or cars.

PIEDMONT DIVISION SWAP MEET

SATURDAY, MAY 18 Check website for details

PIEDMONT DIVISION MEETING

TUESDAY, JUNE 11 6 PM BOD; 7-9 PM Division Mtg
CLINICIAN: TBA BRING & BRAG: TBA

RIVER RAILS 2024 SER CONVENTION

THURSDAY, JUNE 20 thru SATURDAY, JUNE 23
Decatur, AL For more info and registration go to midsouthnmra.org/Convention.html

PIEDMONT DIVISION

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HELP OUR DIVISION
BY VOLUNTEERING!

Piedmont Division monthly meetings are held at:

Holy Innocents' Episcopal Church

805 Mt. Vernon Highway, Atlanta, GA 30327



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!

BLUE OX TRAINS

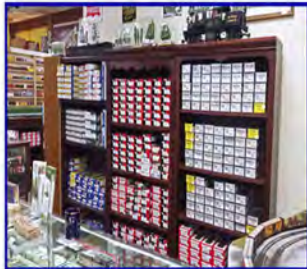
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- NMRA membership
- Able to work a flex schedule of 16+ hours a week and weekends

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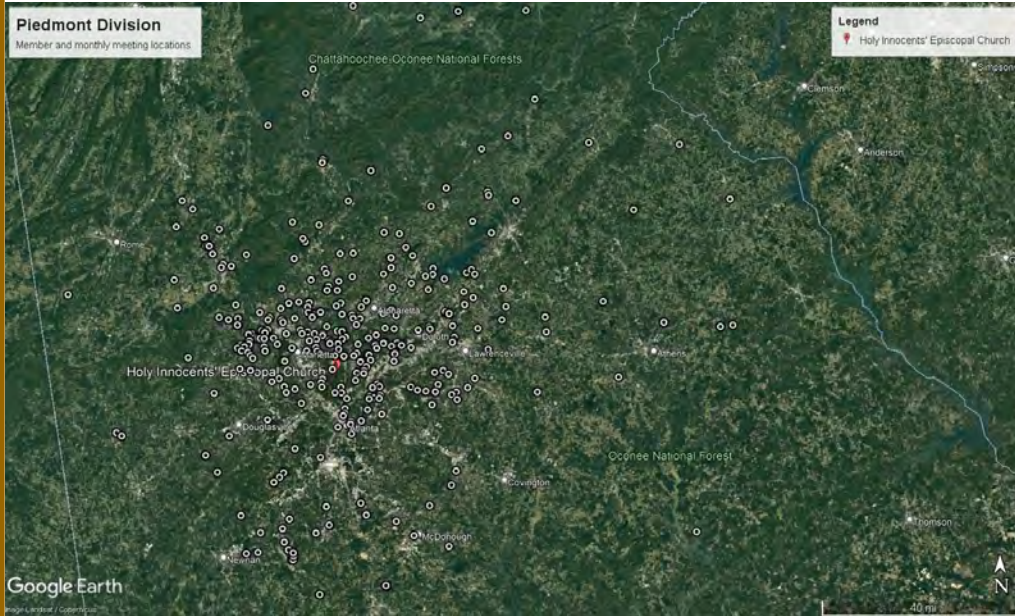
Please apply at the Front Desk during store hours

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SUPPORTED AREA GROUP ACTIVITIES

This map shows there are many members living too far away to attend the monthly meeting location:



Therefore the Division wants to support activities by groups of members in the same area.

If you see from the map

- that there are several members near you,
- or you are already gathering,

and would like support to enable you to share the hobby with guests, or need a clinician to come to you to share their expertise.

A Sponsored Area Group (SAG) will consist of four or more Piedmont Division members. The SAG Group will be completely informal and without officers.

For more information on the Piedmont Division's Supported Area Group Activities (SAGA), go to piedmont-div.org/division-education-2/

—Peter Thomas
SAG COORDINATOR
saginfo@piedmont-div.org

MARCH 2024 FINANCIAL REPORT

March Transactions of Note:

- Train Show Income ~ \$32K (includes table deposits for 2025!)
- Train Show Expenses ~ \$9K (a few more payments in process)

CATEGORY	DATE	TA	MEMO/NOTES	AMOUNT
Income				
Admin Income				
Meeting 'bucket' contributions				\$123.00
Meeting 'paypal' contributions				\$22.37
Total Admin Income				\$145.37
Train Show Income				\$32,081.41
Total Income				\$32,226.78
Expenses				
Admin Expense				
Meeting Room Rental				-\$300.00
Software & Internet				-\$198.00
Total Admin Expense				-\$498.00
Train Show Expense				-\$8,988.32
Total Expenses				-\$9,486.32
Total				\$22,740.46

March Assets increase \$22,740.46

ACCOUNT	2023 10/31/23	2023 11/30/23	2023 12/31/23	2024 1/31/24	2024 2/29/24	2024 3/31/24
Assets						
Cash						
Fidelity	\$42,191.37	\$42,208.20	\$66,004.77	\$66,004.77	\$66,004.77	\$66,004.77
Checking						
Piedmont Div Train Show	\$30,798.63	\$32,108.63	\$20,923.63	\$21,338.63	\$18,083.63	\$41,176.72
Piedmont Division 6586	\$14,711.77	\$14,355.22	\$6,197.82	\$5,604.71	\$5,113.22	\$4,760.59
SER 2023 Convention	\$3,145.44	\$2,978.44	\$0.00	\$0.00	\$0.00	\$0.00
Total Checking	\$48,655.84	\$49,442.29	\$27,121.45	\$26,943.34	\$23,196.85	\$45,937.31
Total Assets	\$90,847.21	\$91,650.49	\$93,126.22	\$92,948.11	\$89,201.62	\$111,942.08

—Jim Foley
DIRECTOR OF FINANCE
finance@piedmont-div.org
404 542-4660

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PIEDMONT DIVISION'S JANUARY CLINIC

DR. JOE NICHOLS JR. MMR®: *SPACE, THE FINAL FRONTIER*



Joe opened with how he once invited friends over to operate on an early version of his Alpine Central Railroad and found that he did not have a lot for them to do. It was a beautiful layout, but it was not very complex in terms of spotting and other operations.

To be more interesting operationally, he needed to design more challenging routes and sidings. To do this, he needed more real estate. The Alpine Central Railroad went on a space mission. Cue the theme from Star Trek.

You need to start by understanding the limits of your current space, what you are trying to accomplish operationally and how much space you can acquire. Joe went through options available to most modelers, starting small and identifying ever larger spaces that can be considered. He also listed some of the limitations that can be imposed by spouses, families and budget. Just swapping out structures and rolling stock can permit you to model several eras in the same footprint.

Space: the final frontier. These are the voyages of the starship Enterprise. Its five year mission: to explore strange new worlds; to seek out new life and new civilizations; to boldly go where no man has gone before!

Space: the final frontier. These are the operations of the Alpine Central. Its 50 year mission: to explore strange new right of way; to seek out new terminals and new passengers; to boldly go where no train has gone before!



Joe encourages modelers to plot out your layout options with pencil and paper, railroad planning software or physical mockups. Joe brought an incredibly detailed mockup built by his father about 75 years ago.

He went through many of the considerations that have a direct impact on layout design.

His best advise is to do something, anything to get your layout operating. Too many of us plot and plan and just put off get started. Get something running as quickly as you can to keep you moving forward. Start small even if you know you will need to tear it down, move it or change it later. As he said, save the big fights for later with your family over space for your dream layout. Get something started today.

Tongue-in-cheek advice he received was to build your layout first, then start a family. Not something attainable for most of us. Joe described and shared pictures of layouts he has visited that took up most of a home and defied most marriage vows. He showed Rod



Stewart's 1500 square foot layout and provided a list of famous and infamous model railroaders.

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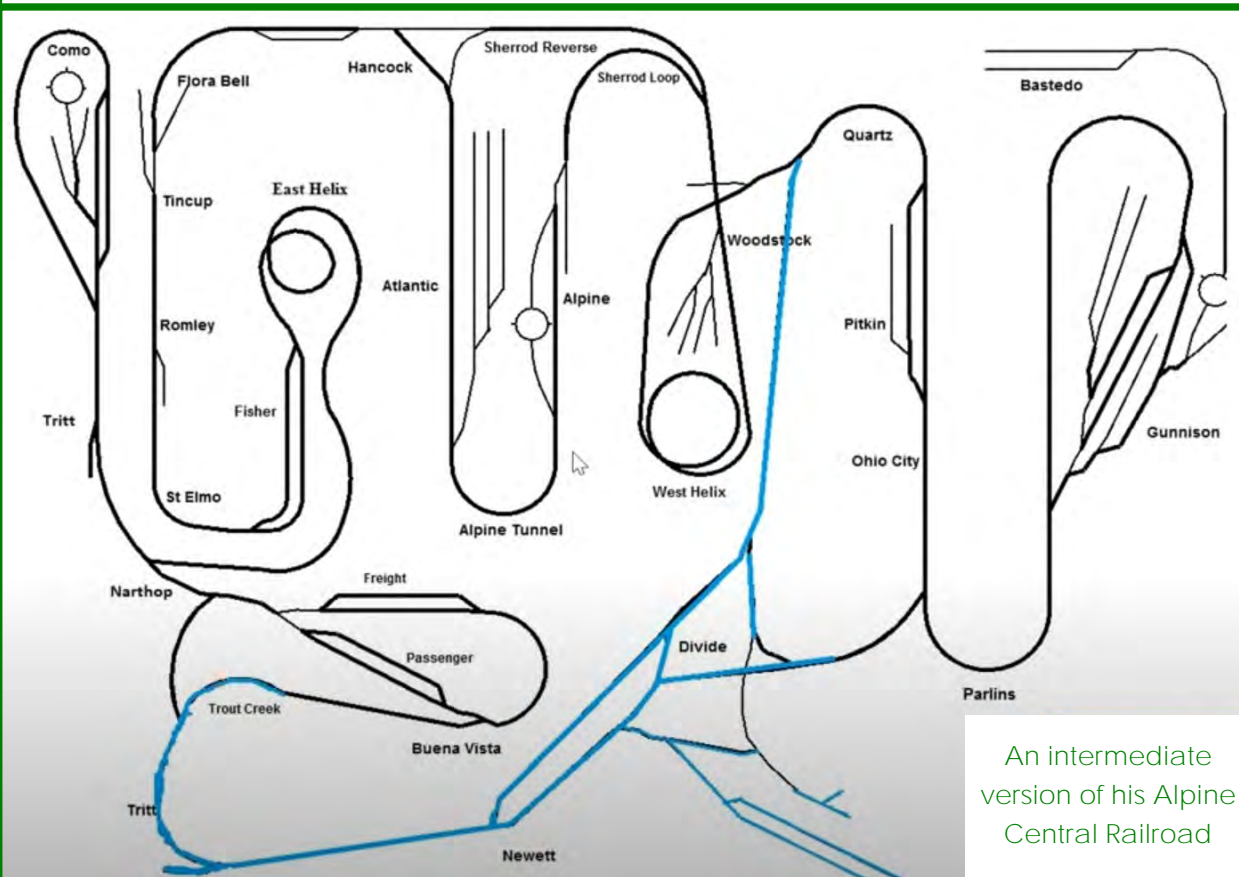
PIEDMONT DIVISION'S JANUARY CLINIC

DR. JOE NICHOLS JR. MMR®: *SPACE, THE FINAL FRONTIER*



Joe provided examples that drove home the need for compression by showing the footprint requirements and costs of modeling large structures or even small railroads to scale.

He described the “big circle” of model railroading: everyone starts with a locomotive, then you need track. And you need cars for the loco to pull. More cars need more track. Then you start to add structures and industries to be served by your railroad. And don't forget scenery. I think it can be compared to a snowball rolling down hill and getting bigger and bigger.



An intermediate version of his Alpine Central Railroad

Joe then described how he started with a modest layout that looped around the corner of a room. He went through each iteration that expanded into more space, added narrow gauge rails, a helix and second level. Then he added sidings and needed space to store rolling stock. This meant cutting a hole into the next room for hidden storage.

He would diabolically stock up on the track and materials he needed when he knew his wife would be out-of-town. This allowed his space missions to be done without unnecessary trips for materials so he could build like crazy while she was out.

He described some of his actions that made his friends worry that he could have ended up out on the street. Apparently Joe is a cunning politician and/or has an incredibly understanding wife.

If you missed Joe's humorous treatment of this subject be certain to watch it on our YouTube channel. You will enjoy it!

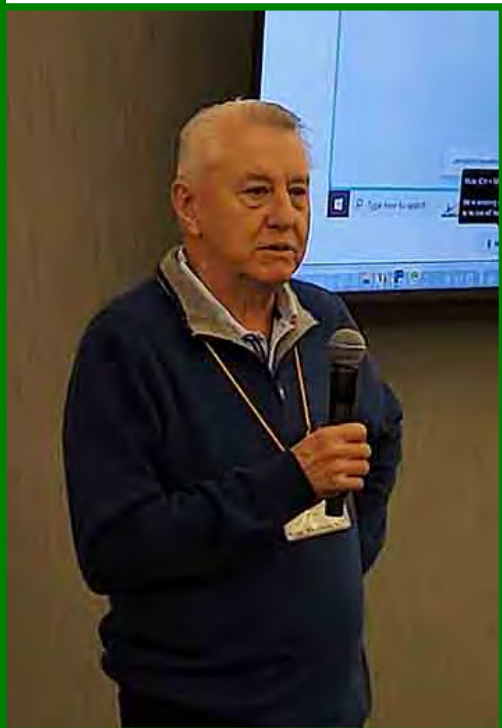


PIEDMONT DIVISION'S JANUARY MEETING

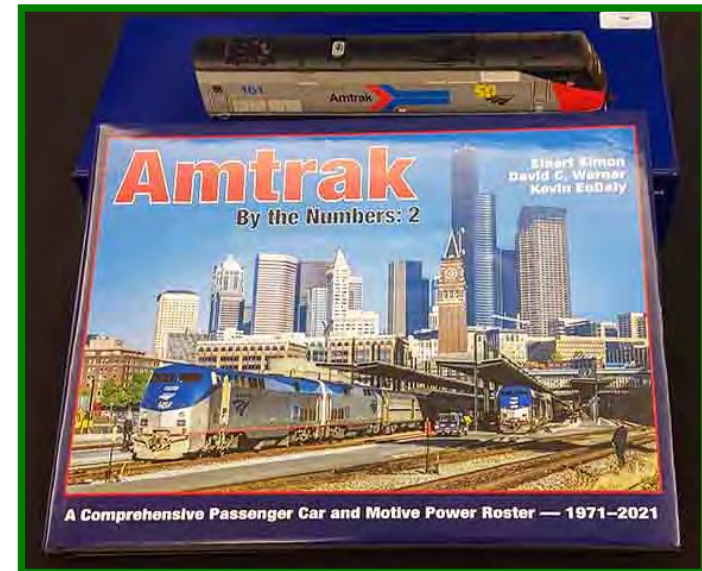
BRING-AND-BRAG: FAVORITE HOLIDAY TRAIN GIFTS



Paul Schenk's incredible trestle bridge was featured in Wood magazine



Stefan Bartelski announced special events occurring at the Tate Depot



Walt Liles brought in his Amtrak inspired Christmas gifts



PIEDMONT DIVISION'S JANUARY MEETING DOOR PRIZES ARE BACK!

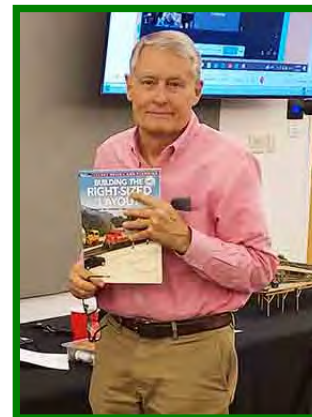


Director of Operations Walt Liles has reinstated door prizes at our monthly meetings.

Now it pays more than ever to attend in person!



January's lucky winners:





PIEDMONT DIVISION'S FEBRUARY CLINIC

JOE SULLIVAN: WEATHERING OPEN TOP CARS



Joe showed us how to get down and dirty with our railcars. He provided real world examples of what the loads and weather do to the prototypes. Joe explained how a shiny new gondola added to your roster works against you in creating a realistic and believable model railroad. Plus—as he demonstrated—weathering is fun!

All weathering is done in layers, building up the grime and wear as you go. He pointed out that this is how it happens the real world as grime, dirt, damage, wood aging and stains accumulate over time. Use, age and abuse are factors you need to consider in your weathering.

PanPastels® are Joe's first choice in weathering as it is easy, effective and correctable if you feel you went too far.

WHY BOTHER WEATHERING?

L & N Hopper, Montgomery, AL, July 13, 1992, J W Sullivan photo

Because real railcars are dirty!



Why do I Weather with Pan Pastels?

- Because Pan Pastels allow more control than acrylic or oil washes in N scale.
- Airbrushing requires great skill in N scale, and I don't have that skill level.
- Error corrections are easier than with most other methods.
- Stains, damage and spills can be added easily with pencils, pens and washes.
- Pan Pastels have a wide range of colors and can be blended.
- Layering is slow but easy.
- Pan Pastels can be fixed with Tamiya TS-80 Flat.
- Pan Pastels are very messy, but that can be managed with care, skill, patience and lots of towels and drop cloths.
- Keep washing your hands, over and over!!
- Windex is a "fair" solvent, followed by soap.

Unfortunately, the powders can be messy and tend to go everywhere. Joe encourages us to wash your hands every time you switch colors and layers.

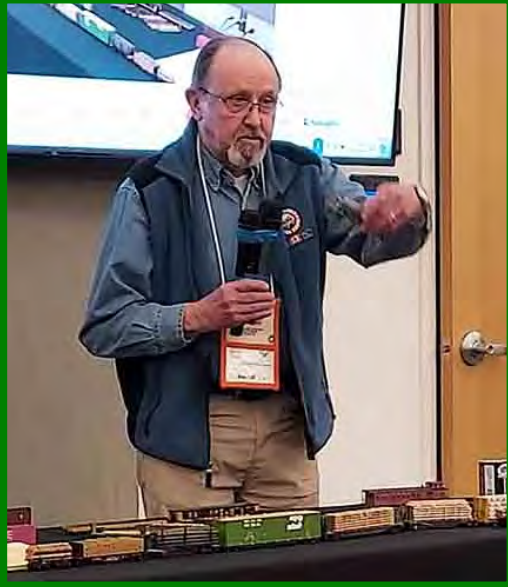
Joe went through the colors he most often uses and how and where he uses them. His presentation and handout covered the many other materials and ways to weather your cars, including a discussion of the various tools he uses to get good results.

Joe demonstrated the steps he used to weather a gondola, a flat car with wood deck and a coal hopper.

He recommends looking at prototype photos to guide your weathering.



PIEDMONT DIVISION'S FEBRUARY MEETING BRING-AND-BRAG: UNUSUAL TRAIN CARS



Brian Glock presented a wooden vinegar tank car he built from a kit and a 55 foot drovers' caboose



Joe Sullivan brought in samples of his weathered cars

Perry Lamb showed a pink ONE Ocean Express container promoting breast health that he weathered with PanPastels

Jeff Weber showed his Peace in Ukraine boxcar



Burt Jarrell showed a Southern Oregon billboard reefer advertising pears—it has special meaning as his father-in-law has a pear orchard in that area and his wife packed the produce in similar cars



Norm Lundin brought a train showing cars representing the lumber industry from timber to finished wood products and a sawdust hopper



PIEDMONT DIVISION'S MARCH CLINIC

HARVEY GEORGE: *RUSSIAN DECAPODS, THEIR HISTORY AND SUCCESSORS*



Decapods were high-tractive locomotives built specifically to haul loads in mountainous terrain. Their 2-10-0 wheel configurations were first built on the foundation of the 2-8-0 locomotives. This first generation had some problems created by using the narrow 2-8-0 design.

Russia had a Class E 0-10-0 that encountered similar issues. In 1915, Alphonse Lipez of the Imperial Railroad designed a 2-10-0 that eliminated the problems of the early models. Key was a much larger firebox that provided sufficient power to this wheel configuration.

Worried that Russian manufacturing would not meet their needs, they farmed-out construction to U.S. and Canadian works including Alco and Baldwin.

Then came the Bolshevik Revolution in 1918. Orders were cancelled abruptly and manufacturers suddenly were stuck with many locos in-process or completed but no customer.



Decapods were considered obsolete by 1916.



- Firebox fit between drivers
- Limited to 42 inches wide
- Long throw for the fireman
- Limited steaming capacity
- Could not sustain maximum output

Heavy machinery and long wheelbase
Hard on track

In short . . .

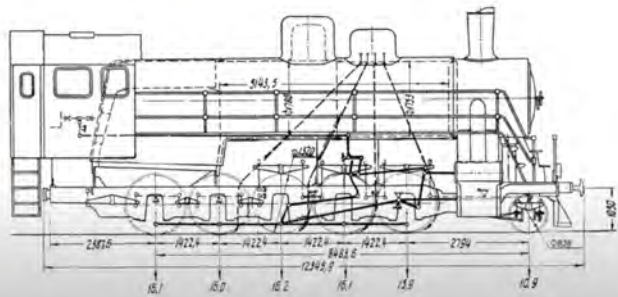
Decapods had a bad reputation.



Designing a Decapod

Alphonse I. Lipez supervised the design effort.

- Pilot wheels eliminated
- rough riding and hunting
- Ten drivers for tractive effort
- Narrow boiler to keep weight down
- Boiler mounted high to provide room for firebox
- Deep and wide firebox mounted above the drivers
- Decision to purchase from USA and Canada
- Enclosed cab for Siberian winters
- Metric measures were made to conform to inches.



With the outbreak of world war, the United States Railway Administration leased all 200 locomotives to the railroads after modification to U.S. standards.

American railroads either loved these engines or hated them.

continued on next page

A new design emerges



1375 locomotives ordered from Alco, Baldwin & Canadian Locomotive Co. 857 were actually delivered.

Baldwin builder's photo

A Russian Decapod displayed at Ussuryysk, Russia.

Photo: V. G. Zimin





PIEDMONT DIVISION'S MARCH CLINIC

HARVEY GEORGE: RUSSIAN DECAPODS, THEIR HISTORY AND SUCCESSORS



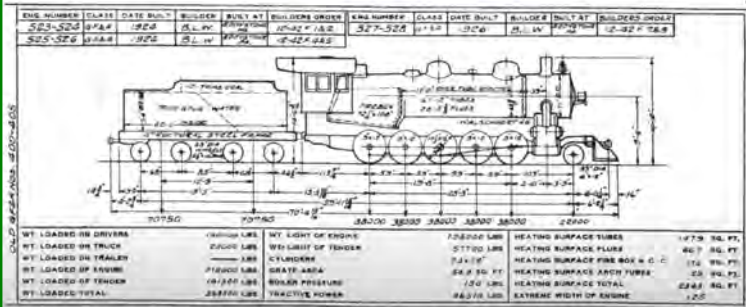
After the war, Baldwin created a new design inspired by the Russian decapods. This was a lighter version with larger drivers. It was offered as a stock locomotive in their catalog. This offering supported short lines that did not have their own design staff.

COMPARISON OF NOTEWORTHY DECAPOD CLASSES

	Russian Decapod	Baldwin Decapod	Built for Russia in WW II	Russian Class L	German Baureihe 52	PRR I-1	WM I-2, L&NE F-1
Number Built	1,057	21	2,047	4,199	6,239	598	14
Years Built	1915-18	1924-33	1944-46	1945-55	1942-45	1916-23	1927
Weight (lbs.)	342,500	353,500	370,660	208,000	208,645	590,800	835,460
Grate Area (sq.ft.)	64.7	54.3	64.6	64-1/2	42	69.9	104.5
Driver Diameter (in.)	52	56	52	59	55	62	61
Cylinders (in.)	25 x 28	24 x 28	25 x 28	21-9/16 x 31-1/2	23.6 x 26	30-1/2 x 32	30 x 32
Tractive Effort (lbs.)	51,500	46,510	52,921	61,040	46,086	96,000	96,315

Abbreviations: PRR - Pennsylvania Railroad / L&NE - Lehigh & New England / WM - Western Maryland

Seaboard Air Line Railroad



This diagram, taken from a Seaboard Motive Power Data Book shows the principal weights and dimensions. Both the ex GF&A locomotives (SAL class D-2) and the ones built new (SAL Class D-3) share similar data. The main difference can be found in the tender designs. H. George collection.

Seaboard Air Line Railroad 544



Seaboard 544 (Alco serial no. 58902), a Russian Decapod, is cosmetically restored at the North Carolina Transportation Museum in Spencer, NC. Photo: H. George

Knowing we would love a

chance to see one of the powerful locos, Harvey closed with a list of where survivors can be found, including some still in operation.

chance to see one of the powerful locos, Harvey closed with a list of where survivors can be found, including some still in operation.

After The Russians Survivors

SURVIVING DECAPODS IN THE UNITED STATES

Railroad	Number	Builder	Serial Number	Type	Location	Found At	Status
AT&N	403	Baldwin	60341	Baldwin	Sugar Creek, OH	Age of Steam Museum	Stored
B&S	950	Baldwin	17914	Older	Ashland, WI	Near depot	Public display
GM	203	Baldwin	60342	Baldwin	Duluth, GA	Southeastern Railway Museum	Stored pending cosmetic restoration
GM	208	Baldwin	61230	Baldwin	Winder, GA	Old Union Depot (SAL)	Public display under cover
GM	209	Baldwin	61233	Baldwin	Gainesville, GA	Midland Greenway area	Public display
PRR	4483	Baldwin	56534	Class I use	Hamburg, NY	On railroad siding	Stored, move planned to Buffalo, NY
SAL	544	Alco	59902	Russian	Spencer, NC	North Carolina Transportation Museum	Display
SLSF	1615	Alco	58829	Russian	Altus, OK	Parks & Recreation	Stored
SLSF	1621	Baldwin	48420	Russian	St. Louis, MO	National Museum of Transportation	Public display
SLSF	1625	Alco	59688	Russian	Frisco, TX	Museum of the American Railroad	Public display
SLSF	1630	Baldwin	47953	Russian	Union, IL	Illinois Railway Museum	In service
SLSF	1632	Baldwin	48522	Russian	Belton, MO	Belton Grandview & Kansas City RR	Displayed pending cosmetic restoration
SRC	90	Baldwin	57812	Baldwin	Strasburg, PA	Strasburg Railroad	Serviceable, undergoing mandatory FRA inspection

Abbreviations: AT&N - Alabama Tennessee & Northern / B&S - Buffalo & Susquehanna / GM - Gainesville Midland / PRR - Pennsylvania Railroad / SAL - Seaboard Air Line / SLSF - St. Louis-San Francisco (Frisco) / SRC - Strasburg Railroad



PIEDMONT DIVISION'S MARCH MEETING

BRING-AND-BRAG: STEAM LOCOS & TRAIN SHOW BUYS



Doug Alexander showed his garden scale locomotive that he runs at the Piedmont Gardens Festival of Lights and has upgraded with a Blunami Digital Sound Decoder



Walt Liles presented his Central of Georgia kaolin car that features roof hatches—and should be weathered with white powder



Harvey George brought in a model of a decapod that was used for Pacific fast mail



Dr. Joe Nichols Jr. MMR® brought in several brass narrow-gauge geared locomotives that can be seen at his April open house



PIEDMONT DIVISION'S MARCH MEETING NEW AND RERAILED MEMBERS



Alan Hamilton



Peter Benton

GOLDEN SPIKE ENTERPRISES MODEL TRAIN & RAILROAD ARTIFACTS SHOW AT GAS SOUTH CONVENTION CENTER JANUARY 20TH



Our busy schedule of shows in the first quarter started on a very cold day in Duluth. Fortunately traffic was steady and engaging.





TRAINS, TRAINS, TRAINS AT SOUTHERN MUSEUM OF CIVIL WAR & LOCOMOTIVE HISTORY

JANUARY 27TH AND 28TH

The Piedmont Division was again well represented at this annual event. We had four operating layouts in three scales, two massive modular layouts, a switching track and a garden layout. The Live Steamers brought in two of their beautiful locos just to blow the attendees minds .

This is always a fun show as many kids are old enough to run trains, many for the first time. Even the youngest get a chance to sound the horn and bells.

I seem to get more families asking about how to get into the hobby at this show than any other.



Article and Photos by Jim Datka



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TRAINS, TRAINS, TRAINS AT SOUTHERN MUSEUM OF CIVIL WAR & LOCOMOTIVE HISTORY



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TRAINS, TRAINS, TRAINS AT SOUTHERN MUSEUM OF CIVIL WAR & LOCOMOTIVE HISTORY



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TRAINS, TRAINS, TRAINS AT SOUTHERN MUSEUM OF CIVIL WAR & LOCOMOTIVE HISTORY





PIEDMONT DIVISION MODEL TRAIN SHOW

MARCH 9TH AND 10TH IN CARTERSVILLE

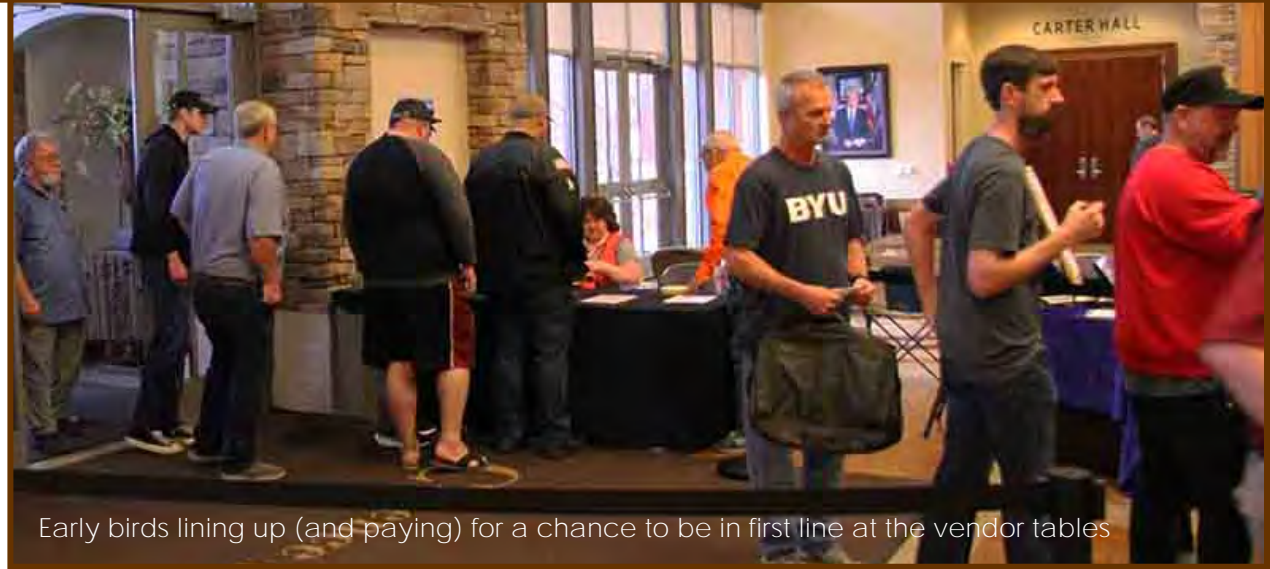
The 26th Annual PIEDMONT DIVISION MODEL TRAIN SHOW had 1380 paid attendees, including 48 who paid \$25 for early admittance on Saturday. This was 44 higher than the record set in 2023. The Show added about \$15,000 to Division coffers.

Hank Primas reported that vendors said this is the best show in the Southeast. Many have already reserved their tables for next year.

Jim Travis attributed much of this to the outstanding service our members provide in helping load in/out and continuous support during the Show.

This year volunteers wore a bright vest so visitors and vendors could easily find someone if they needed assistance.

Thank you to everyone that helped make the 2024 Show a success!



Early birds lining up (and paying) for a chance to be in first line at the vendor tables

Article and Photos by Jim Datka



The conference center and parking lot quickly filled once the Show officially opened



Stylish yet Functional



PIEDMONT DIVISION MODEL TRAIN SHOW VENDORS



Through careful planning with the Clarence Brown staff, a total of 189 tables were organized and sold to vendors.

Despite this increase in vendor tables, the show floor was not cramped and attendees were able to flow easily around the floor.



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PIEDMONT DIVISION MODEL TRAIN SHOW VENDORS



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PIEDMONT DIVISION MODEL TRAIN SHOW VENDORS



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PIEDMONT DIVISION MODEL TRAIN SHOW VENDORS





PIEDMONT DIVISION MODEL TRAIN SHOW VENDORS



Robert West again exhibited his famous railroad art as well works of other subjects.

He offered both original paintings and prints of his incredible artworks.



PIEDMONT DIVISION MODEL TRAIN SHOW LAYOUTS

The operating model railroad layouts are the reason many—if not most—attend the Train Show.

Even young children are seen trying to find all of the details contained in just a single module. Families will follow trains around a long loop through all types of settings and scenery—some very realistic and others of pure fantasy.

Kids of all ages appreciate the level of detail, craftsmanship and imagination on display.

The operators are great ambassadors to the hobby. Their passion can inspire future hobbyists.

This is most certainly true of the GEORGIA GARDEN RAILWAY SOCIETY who literally are on their hands and knees to insure the youngest attendees come away with a memorable experience. They continually come up with concepts that draw them in and find ways to engage with everyone.



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PIEDMONT DIVISION MODEL TRAIN SHOW LAYOUTS



Crowds continuously surrounded the modular layouts for most of Saturday.

Kids were attracted by the color and motion, then were mesmerized by the sounds and animations.

The parents and grandparents who had trains as children are consistently amazed by the level of technology available into today's model trains.



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PIEDMONT DIVISION MODEL TRAIN SHOW LAYOUTS



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PIEDMONT DIVISION MODEL TRAIN SHOW LAYOUTS

Most hobbyists like to thing big when they build layouts. Mark Stiles like to think small. Small like in a pizza box? Yes, but also smaller. Think top of a beer can small.

His three working "layouts" both amazed and amused.



The shed is removed on the right to show the control switch



The Ambassador Layout was on-hand with two new SD40-2 locomotives from Scale Trains



PIEDMONT DIVISION MODEL TRAIN RAFFLE LAYOUT

Our raffle layout was again an incredible display of craftsmanship and aesthetics. But this year it was also an engineering marvel. It consists of two modules that can be arranged as a standard rectangle (as shown), a narrow but long “shelf” type or an L-shaped corner layout. This ingenuity allows this layout to fit in just about any space. Great idea!

The track plan in any configuration offers a lot of spotting opportunities as well as scenic rail-fanning experiences. Well done to all involved.

Charlie Crawford MMR® won the raffle for a friend wanting to get into the hobby. What a great way to jump into model railroading.





PIEDMONT DIVISION MODEL TRAIN SHOW WHITE ELEPHANT SALES



Unfortunately I did not make it into the sales rooms until Sunday, but I understand several show floor vendors made big purchases first thing Saturday and had the items on their tables for resale by the afternoon.

The member selling got the price they asked for each item and all I spoke to were happy with that. It also gave them an idea for pricing next time. But the goal is to put money in your pocket during the sale, not to price it too high and take it back home.

