

PIEDMONT DIVISION TIMETABLE

April - June 2004

PIEDMONT DIVISION



www.piedmont-div.org

Published for Members & Friends of the Piedmont Division

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DIVISION ACTIVITIES

Howard Goodwin—Director of Operations

See Howard's *A Blast from the Horn* for more about Division Activities, page 6

TUE, Apr 13, 7:00-9:30 pm, PIEDMONT DIVISION MEETING

Clinic - *Bad Bridges and the Modelers who Love Them*, presented by Scott Chatfield. A civil engineer looks at the common mistakes modelers make.

Theme and Photos of The Month - Tank Cars - General Classes
Show And Tell - Books, magazines, anything of interest to the group
Question And Answer Forum - Get help with your questions and problems

SUN, Apr 18, 1 to 4pm Home Layout Open House

Featured this month is Charlie Crawford's HO Scale Adirondack Division Modular layout. Beautiful scenery is the hallmark of these modules most recently displayed at the Greenberg Show.

Charlie Crawford, 3302 Casteel Road, NE, Marietta, GA 30062 (770) 565-1845

TUE, May 11, 7:00-9:30 pm, PIEDMONT DIVISION MEETING

Clinic - *What's up with DCC?* Presented by Paul Lator of Southern Digital. If you are into the wonderful world of DCC and want to hear about the latest and greatest, or just ask some questions, plan on attending.

Theme and Photos of The Month - Stations & Depots
Show And Tell - Books, magazines, anything of interest to the group
Question And Answer Forum - Get help with your questions and problems

SUN, May 16, 1 to 4pm Home Layout Open House

The National Southern Railroad Company HO Scale Layout of MMR Ron Gough. Most recently featured during November's Piedmont Pilgrimage, this is a wonderful continuous running layout you won't want to miss seeing.

Ron Gough, 8985 Martin Road, Roswell, GA 30076 (770) 992-6225

TUE, Jun 8, 7:00-9:30 pm, PIEDMONT DIVISION MEETING

Clinic - *Module Building for the Uninitiated*, Presented by Charlie Crawford. You saw the neat modular layout on tour in April, now Charlie is going to tell you how you can do it too.

Theme and Photos of the Month - Locomotives, Small & Little
Show And Tell - Books, magazines, anything of interest to the group
Question And Answer Forum - Get help with your questions and problems

SUN, Jun 13, 1 to 4pm Home Layout Open House

The Kehely Lake Southern G Scale Garden Railway of Len Polinsky. The backyard "L" shaped layout features 300 feet of track, four switches and a really neat 32 foot trestle and several smaller bridges. Len models the diesel era with Aristo-Craft locos and has a variety of scenery and structures, freight house and even a cemetery for his departed SER friends. Join us outdoors for this great garden layout.

Len Polinsky, 190 Church Rd, Stockbridge, GA 30281 (770) 506-8602

Attention Friends of the Piedmont Division

Would you like to continue receiving the Timetable?

We are currently reviewing our subscription list.

If you are not a member of the Piedmont Division and would like to continue your free subscription please notify the Editor via e-mail at rvcoble@yahoo.com or send a note to the address listed below.

If we don't hear from you, this will be your last edition of the Timetable. You can continue to obtain current Division News announcements and activities on the web at www.piedmont-div.org

Rick Coble
3278 Spring Wind Court
Lawrenceville, GA 30044

To continue receiving the Timetable, we need to hear from you!

Membership Information

If you would like to become a member of the Piedmont Division please join us at our next meeting or contact:

Chris White
Piedmont Division Director of Personnel
290 Chason Wood Way
Roswell, GA 30076

Chris can also be reached at 770-594-2618 or via email at gww22@aol.com

A membership application is available on our web site:

www.piedmont-div.org/memberap.htm

See you at the next meeting!



GOOD & WELFARE

John Stevens, Chairman

As you can see, I have written eleven letters since my last report. One of those letters was for a death, two were for operations, and eight were for milestone birthdays.

Things at the old homestead have been pretty quiet. My daughter has been back and forth a couple of times from school. She is currently home for spring break. She isn't allowed to have pets at school, but she can have fish. She had one fish, Stuart. Stuart died yesterday. I don't know if a replacement fish is in the works. My son is pretty active in concert band, but now that he doesn't do boy scouts or have football games any more, I have all kinds of free time. Yeah, right!!!

I still haven't done any work in the train room. Since my dad died, I have had a little trouble going in there. My dad was supposed to paint my backdrop when he came to visit over Christmas. All I could see was that unfinished backdrop. It has gotten better. At least now I can go into the room and get a model or a tool that I need. Baby steps, I'm just taking baby steps.

My wife is getting better daily. She had her thyroid removed two years ago because it was cancerous. Part of the treatment is to take radioactive iodine after the surgery. Once you pass a body scan, you can start taking thyroid medication. After two years, the doctor took her off the thyroid medicine for another body scan. Unfortunately, they found some activity that the doctor was concerned about. He had her go back in the hospital for another dose of the radioactive iodine. She then had another body scan, and has been cleared to start taking her medicine again. She has now been on the medicine long enough that it has started taking effect, and is starting to feel much better.

By the time you read this, the train show will be history. I hope you had a great time and bought some good stuff. It is also time to get your reservation in for the annual convention in Birmingham. The members of the Steel City Division are working hard on a great schedule. Make sure you get there early on Friday. The five national clinicians are scheduled to start at 2 pm. If during the weekend you are

sitting around doing nothing, please check with the Steel City guys to see if you can help. They are a relatively small group and could use some help, especially when the layout tours are open. Most of the jobs are split into two hour blocks, so they won't use up too much of your time.

I also want to remind everyone to vote. By now you should have received your latest copy of Scale Rails. You will find a ballot in there for your vote on the Long Range Plan. You will also soon receive a copy of the Southerner. You will find a ballot for a slate of officers for the region BOD. Remember, if you don't vote, don't bellyache.

As always, write if you have any Good and Welfare concerns.

Respectfully,

John Stevens

Good & Welfare Letters

December 2003

Arthur Dratz
Charles Mote

Milestone Birthday
Milestone Birthday

January 2004

Bob Ziegenfuss
George Riscalla
Merrill Grennor
John Hall
Jerry Pevey
Don Scarborough

Friend of the Division Passing
Milestone Birthday
Milestone Birthday
Milestone Birthday
Milestone Birthday
Milestone Birthday

February 2004

John Blanchard
Wilma Polinsky
Lawrence Long

Shoulder Operation
Surgery, wife of member
Milestone Birthday

2004 SouthEastern Region Convention
Steel Rails Back to the Steel City
May 28-30, 2004





From the Super's Office

By Division Superintendent Bob McIntyre

This issue I would like to take you "behind the scenes" of the Piedmont Division. As most of you know every month the Division conducts a business meeting at the Hickory House

BBQ. During this time your elected Board of Directors review the Treasurer's Report, membership issues, the clinics for upcoming meetings, Committee Reports, and miscellaneous Division business. This is not the first time I have discussed this function. I will say that the Board encourages everyone who is interested in the business of the Division to attend. For all of the new members it is a great way to learn about the business side of the Division, meet fellow members, and enjoy dinner. The meeting starts at 6 pm.

The monthly meetings, special events, and publications like the Timetable you are now reading do not just happen. They require a huge amount of work by dedicated members of the Division who have a passion for the hobby. Many of the Board of Directors and Committee members have served for years helping the Division grow. However, new members are encouraged to run for office and take an active role in the activities. In the Timetable you will see the Committee Heads. There are many opportunities to get started serving at an entry level and in the rest of this column I am going to present to you many other ways to get involved.

In addition to the monthly business meeting the Superintendent has the option to conduct a Strategic Planning Meeting once a year. I feel this is an important function and this year it was held on February 3rd. It is a time where the Board can brainstorm and continue to develop a direction for the Piedmont Division. The Superintendent should have a vision for the Division. This is the time to either present it or check up on how the vision is going. If he has been in office for a couple of years does the vision need redirecting? I would like to go over with you what happened this year.

First, I trust you are as excited as I am on all of things that are going on locally. Each month there is a quality program presented. There are the book and video libraries for your education and pleasure. The fellowship keeps getting better and there are great model railroads in the area for you see. Due to the financial health of the Division we have been able to purchase the computer projector, sound system, and membership booth. These purchases have made the monthly meetings better and enjoyable. We know it is working because the attendance increases each month.

We are coming to a point where we have decided to cut back on major purchases. As reviewed in the Strategic Planning Meeting (SPM) The Piedmont Division annual Train Show generates the majority of our revenue. The Show last year generated less than in years past. This does influence what we can and cannot do. Let me say that the financial health of the Division is very strong. The board is financially conservative and takes great care on where the money is spent.

Randall Watson is the Division as well as Region Treasurer and does an excellent job managing the funds. This includes balancing the budget and bank statement each month, paying the Division bills, and assisting in purchases. He has served in this position for many years and the Board of Directors appreciates his hard work.

Now let's get to the Strategic Planning Meeting. The list of key points on what was discussed is the following:

1. The Annual Train Show - The Division continues support this great event with volunteers, money, and time. If you have not already volunteered for this year's event please see Joe Gelmini at the next meeting. There is only one more Piedmont meeting to sign up. It

continues to be the Division's primary income generator. It is a fun event and a great way to reach out into the community of model railroaders.

2. Membership - We had one of the most successful years ever with our Membership Match Program signing up new members. We received a gift of a new membership booth and the board tabled a decision on whether to upgrade this booth. The booth is an important tool in assisting in signing up new members. It is the one you see at the Train Shows. Chris White continues to do excellent work in this time consuming position.
3. Video and Book Libraries - The Division is committed to providing funds to expand this valuable resource to you. We will begin to purchase more "how to videos" on railroad modeling. We continue to purchase any new issued Allen Keller video. We are also going purchase the new videos in the DVD format. This will help reduce the volume of the tapes. Charlie Crawford has graciously stepped forward and will assume this position from Chris Brooks. We will also provide funds on as "as need basis" to purchase new editions for the book library. The book library is managed by Ed Jahns.
4. The Boy Scout Merit Badge Program - John Stevens continues his hard work in this area. I will let him keep you updated on this important program, but I will say that this is one of the main areas that we provide outreach into the community. We help a large number of scouts with their merit badge and young people learn more about model and prototype trains. As you know we cannot get enough young people involved. This sustains the hobby for future generations. We have committed funds to build a new demonstration layout that will be used during the teaching sessions. Please contact John if you are interested being an instructor. An interesting potential future development of this program is using the Atlanta History Center as a site for scout training.
5. TimeTable Printing - The Division investigated purchasing a laser printer for generating copies and saving money. The Division investigation at this juncture determined that a saving was not possible and the idea was tabled.
6. The Kid's Operating Layout - This is the layout that is used during the Annual Train Show. The layout is in need of motive power and rolling stock. We allocated funds for this need. Joe Gelmini is heading up this effort. If you have any Lionel or similar items that are in good condition that you would like to donate please contact Joe.
7. Piedmont Pilgrimage - We are committed to this great event. With the success we had last year the Division has expanded the role of Howard Goodwin to Committee Head for the upcoming year. He needs help for scheduling, advertising, layout volunteers, and more. This is a great way to get involved. Please contact Howard if you are interested.
8. Piedmont Division Auction - Here is a new event the Division is planning for this year. We are going to conduct our first Division Auction in October. Howard will go into more detail in the coming months. Let me say this is going to be exciting, fun, and a potential way for the Division to generate operating funds so we can further reach out to you and community. Stay tuned!
9. Southeastern Region Convention - If you have attended one of the recent conventions you know what a great event this is. I encourage all of you to go to the upcoming "Steel Rails Back to The Steel City" in Bessemer, Alabama. From personal experience the Convention in Chattanooga last year was super. The Piedmont Division is going to host the Convention in 2007. Howard Goodwin is going to be the Convention Chairperson and yours truly has agreed to head the outside tour activities. We are going to need many volunteers to make it a success. Talk to Howard to sign up.

Continued, page 8



2004 Model Train Show Another Success!

Joe Gelmini, Volunteer Mgr

Photos by Ron Gough



Congratulations to John Travis, the Train Show committee, and the 62 Piedmont Division volunteers for putting on another great show ! Special thanks go to Scott Chatfield for stepping up at the 11th hour to manage the Piedmont Company Store, Scott Perry for taking care of Vendor Hospitality, and to Ron Gough for providing photo documentation throughout the show. In addition to a full array of vendors selling just about anything model railroaders might want, visitors to the show were treated to five modular club layouts and the always popular Kid's Hand's-On Operating Layout. This year's show boasted a very impressive model display/contest room with no less than 28 entries! Thanks go to all who brought in models—it was great to see that room so crowded! Something new this year were *hourly* door prize drawings, made possible by the generous donations from our attending vendors. Prizes included Kato and Atlas locomotives, freight cars, railroad books and photos, DCC equipment, vehicles, scenery items and a Lionel Collectible Cookie Jar! This year's show again provided a Public Hospitality room for those weary attendees needing a place to sit, relax or enjoy a snack. The room featured numerous hand-outs promoting the hobby of model railroading.



PIEDMONT DIVISION



Little River Lumber Company Layout won By Mark Reed

The raffle layout this year was the beautifully done Little River Lumber Company in HO scale, designed and built by Paul Voelker, with assistance provided by Scott Perry, George Bloodworth, Ed Laity and Ovidiu Trifanescu. The layout featured custom built structures, geographically correct scenery, appropriate trains and a Zephyr DCC system graciously donated by Digitrax. Mark Reed, of Duluth, Georgia, was the lucky winner.



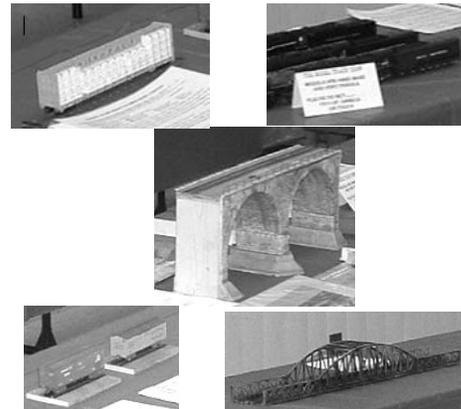
The Volunteers Come Through Again!

There simply is no way a show of this magnitude can enjoy year-after-year success without the energies and efforts of many, many people. This year saw 62 Piedmont Division members step forward to volunteer their time and talents to insure another great show. Thank you so very much for your help and enthusiasm!

- Joe Gelmini, Ass't Show Manager / Volunteer Coordinator

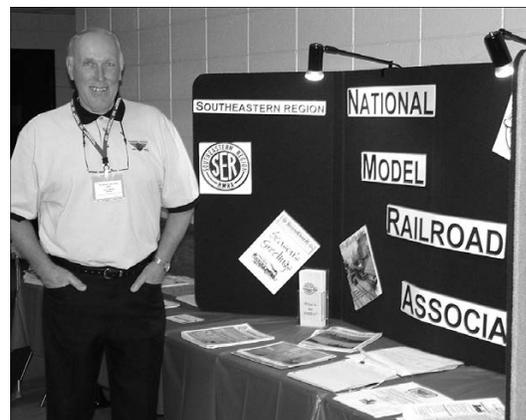
Congratulations to the Division Contest Winners !

Contest	Winner	Place	Entry
Structures	John Travis	1 st (Merit)	Loyalhanna Stone Arch Bridge
	Bill Parks	2 nd (Merit)	60' Wood Trestle
	Howard Goodwin	3 rd	Great Cypress Lines Bridge
Freight Cars	Charlie Crawford	1 st (Merit)	NYC&H RR Boxcar
	Tom Schultz	2 nd (Merit)	Backwoods Blacksmith Car
	Charlie Crawford	3 rd	D&H Boxcar
Diorama	Richard Bailey	1 st	Knox Lime Company
	John Lucas	2 nd	Covered Bridge Diorama



2004 Show Committee

John Travis, Chair
 Chris Brooks
 Joe Gelmini
 Ron Gough
 Ed Jahns
 John Munro
 Paul Voelker
 Randall Watson



The Membership Train

Chris White, Director of Personnel

In the latest issue of *SCALE Rails* (February 2004), the "Membership Thermometer" increased by approximately 600 members to a total of just over 20,000 in the Association.

The membership growth for the Piedmont Division has slowed during the first quarter of 2004. We have only signed up 5 new members. Our considerable efforts at the last two Train Shows produced limited rewards. We had many interested individuals visit our booth, and even sign up as interested, but we only signed up 2 at the Greenberg Show in February and a most disappointing 1 new member at the Piedmont Division Show. I would like to take this opportunity to thank all those members who gave up their time to volunteer to man the booth during the two Shows.

However, we must not get down. The economy is sluggish and last year the incentive bonus of the second free year really worked well for us. We are well aware that there are many model railroaders in the Atlanta area that are not members of the NMRA. We just have to figure out how to get them to a Piedmont meeting. Again, I suggest that all of you make an effort to bring at least one individual to a Tuesday monthly meeting.

The February meeting was outstanding. During the last few months our attendance at the monthly meeting has been approximately 75 members. Although membership to the NMRA and the Southeast Region costs \$55.00, the value of the monthly Piedmont Division meetings is well worth it, and as far as I am concerned, the major reason for being a member of the NMRA.

I noted during the last two Train Shows that there appeared to be a growth in the "Lionel" side of the hobby, compared to HO or N scale. I was also interested to note how many of you have told me about your first Lionel train set that your grandfather or father gave you as a young boy. Many of you still have that beloved set in a box

somewhere. Many of you would give that as one of the reasons you became interested in model railroading.

When I grew up in England, we did not have Lionel, but we did have "Hornby-Dublo", an OO scale system with tin-plate track. Unfortunately, my grandfather or father were not able to buy me a train set, although I always wanted one. So I now have one! Yes, it is mainly Hornby (much to the dismay of Paul Lator who has to modify the units for DCC), and the quality compared to some of the U.S. manufacturers does leave a little to be desired. But the main thing is that it brings back the days as a young boy that I went "trainspotting" to see the Bournemouth Belle or the Atlantic Coast Express flash by at nearly 100 miles per hour. Steam engines were still running out of London during 1965, but I recall the hey-day of the steam era during the late 1940's and the early 1950's as the economy improved after the war and before the major growth of the automobile in the U.K. I know that all of you have your own particular reason for enjoying model railroading, but for the majority of us, it affords the opportunity to return to our youth and relive those "good ole days" in live moving pictures, although at a scale of approximately 1 in 80.

Note: HO scale is 1:87 and OO scale is 1:76, although OO scale models in England are designed to operate on the HO track gauge. This means that Code 100 track is equivalent to a "Code 87" track, so not too far from prototype. Clear as mud I am sure.

Happy Model Railroading! Look forward to seeing you all every second Tuesday of the month.



Piedmont Members Highlight the SER Ballot

2004 Elections are around the corner. Four members of the Piedmont Division (and an old friend) are on the ballot. The mini-profiles below include some of the candidate's activities within your organization. By no means are the profiles complete. Look for full statements of candidacy in the next edition of *The SouthErneR*.

Secretary - John Stevens

You know John as the Good and Welfare Chairman for both the Piedmont Division and the SER. As chairman, John began the milestone birthday program which has been a great success. Since becoming chairman in 2001, John has written hundreds of letters to members in all divisions of the Region.

In the Piedmont Division, John also serves as the chairman of the Railroad Merit Badge Committee. As Chairman, John developed and manages a program used to teach the merit badge to Boy Scouts in the Atlanta area. John and his instructors present a six-hour program which meet the requirements for a scout to earn the merit badge. The committee has presented the program 4 times with 115 scouts earning the badge.

John has identified financial well being, sustaining membership, and changes at National as major challenges for the Region. He looks forward to the opportunity to help the SER meet these challenges.

Treasurer - Randall Watson

Randall is your current SER Treasurer, finishing his first two-year term. In his capacity as treasurer, Randall prepares and distributes quarterly and annual financial statements to the SER Board of Directors at all official board meetings and maintains the Region checking account.

Prior experience includes serving as Assistant Treasurer of the SER, Treasurer of the Piedmont Division from 1998 to 2002, and again since 2003. Randall was elected to a new term beginning in January 2004. Randall also serves as Treasurer for the Piedmont Division's annual Model Train Show.

As a Life Member of the NMRA, Randall is dedicated to the hobby and your organization. He strives to uphold the level of service to the SER and make any or all improvements necessary to better serve the membership.

Director - Paul Voelker

Paul is a Life Member of the NMRA who is active at all levels of the organization.

In the SER, Paul is the editor of your newsletter, *The SouthErneR*. He has recently been successful in getting the magazine converted to Adobe pdf format for posting on the internet.

In the Piedmont Division, Paul serves as a Director-at-Large and has chaired several committees, including the last three Raffle Layouts, the Kid's Operating layout used at the Model Train Show, and a project layout now used in the Division's Merit Badge program.

At the national level, Paul chairs the Photo Contest and Pass contest committees. In 2003 Paul worked on a program to get Toronto model contest winner photos on the internet and will publish the 2004 Seattle Puget Sound Express winners online. He served on CrossRoads Atlanta '95 and was the committee chairman for contests and auctions.

Paul would like to help the Region through the next four years and would like your vote to make it happen.

Director - Scott Perry

Scott, a former winner of the Dave Muller award for Volunteerism and Individual Achievement, is active at all levels of the NMRA and a tireless promoter of the hobby.

Scott is a former editor and current contributor to *The SouthErneR*. He is also a continuing member and financial supporter of NMRA National's web presence committee as well as being a key innovator of new programs.

Scott recently served as the Piedmont Division's Book Librarian and Advertising and Promotion chair. He is a regular clinician at division meetings, covering such varied topics as "scratch-building a flat car" and "swamp logging."

Scott can bring to the organization his skills as an innovator and problem solver as well as his creativity to spread his enthusiasm for the NMRA and Region.

Scott believes that as the NMRA goes through major growing pains, the Divisions and Regions will solidify and strengthen the organization. He would like to contribute to an expanded and stronger region and help guide the membership through the new NMRA Long Range Plan as it modifies the way the SER interacts with National.

Vice President - Pat Turner

Former Piedmont Superintendent and current SER Vice President Pat Turner has recently declared his candidacy to run for a second term as VP.

Pat originally decided to run for Director-at-Large. At the Piedmont Model Train Show, over 25 people approached him individually to rethink his decision not to run for V.P. When an informal group asked Pat again to reconsider he decided to withdraw from running for Director-at-Large and do a write-in campaign for Vice President.

Pat is a long time member of the NMRA who has served in such capacities as Director-at-Large and Superintendent of the Piedmont Division. He has served on many committees, judged at division and region level contests, and is the moderator of the SER-NMRA mail list. Pat assists the Region wherever he can, such as conventions and Region Shirts and merchandise. He was the winner of the Dave Muller award in 2003.

As Vice President Pat will continue to travel throughout the region and visit as many divisions as he can. He will continue to work with and solicit help from divisions and clubs to maximize the support that the office of Vice President can provide. Pat will also use the resources of the SER and NMRA to help all members enjoy the hobby and promote the hobby to potential members.

The Long Range Plan will affect both divisions and the Region. Pat will work with the President and Board members to resolve concerns, help plan a long and secure future for the Region, and help the divisions plan for their solid future.

Pat needs your help to make this happen. Please check the "Write In" box for Vice President and write in Pat Turner.

Look for your ballot in the next *SouthErneR*!

The History of My Railroad....So Far

John Stevens

Last Timetable contained an article on the ongoing dispute between CSX Transportation and Georgia Pacific. CSX wants to stop providing switching services at two GP facilities on the Tyrone Subdivision. GP owns a lumber mill and a paper mill on the Tyrone Subdivision and uses rail services at both facilities. CSX wants GP to provide the switching services within both of these facilities while CSX provides the service between the facilities. GP wants to keep the status quo and had asked the Surface Transportation Board to intervene as mediator to help reach a resolution to the dispute.

CSX, GP, and the GNRR recently signed contracts allowing the GNRR trackage rights over the CSX Tyrone subdivision to provide switching services at and between two GP facilities. The agreement called for the GNRR to purchase motive power capable of sustaining 35 mph speeds. All GNRR crews must be trained to CSX standards to operate within the subdivision. All GNRR motive power must be equipped for operations within the Tyrone subdivision. It was hoped that the agreement would go into effect by February 1, 2004.

FRA Delays Implementation of CSX/GP/GNRR Deal

The Federal Railroad Administration has delayed implementation of the recently signed deal involving CSX, Georgia Pacific, and the Georgia Northeastern RR. The agency has concerns about operations at both railroads due to a number of incidents at both railroads.

The deal between the three organizations came about because CSX wanted to stop providing switching services to two GP facilities located on the Tyrone Subdivision. CSX had provided switching services within the Susan Jean Lumber Mill and the Sandra Jean Paper Mill. They had also been providing services between the two facilities. Due to the amount of switching required and the distance between the facilities, the crew would often run out of service hours before finishing their switching duties.

CSX, GP, and the GNRR had recently signed contracts which would allow the GNRR to provide GP with the switching services they used to get from CSX. The GNRR also has trackage rights between the two GP facilities.

The deal had a provision for the GNRR to lease a locomotive facility and offices at the Stevens Yard. CSX had two locomotives in the locomotive service facility being repaired due to accident damage. The repairs were due to be finished by mid January. One of them was completed by then, but the second one was not completed until the middle of February. All service work is completed and both locomotives have been returned to service. All CSX employees have been reassigned from the Stevens Yard facilities to other areas throughout the CSX system.

The deal required the GNRR to purchase motive power, since the GNRR does not currently own any locomotives capable of sustaining the minimum 35 mph speed limit required on the Tyrone Subdivision. The GNRR purchased five GP-35's from Larry's Truck and Electric of McDonald, OH. They were part of the Canadian National purchase of the Wisconsin Central in 2001. Larry's had bought them for scrap, but Union Pacific contacted them about leasing them so they could return locomotive hours they owed to the Burlington Northern Santa Fe. Before that lease was terminated, the GNRR bought the locomotives. The GNRR sent the locomotives to Norfolk Southern's Juanita Shops for service work to bring them up to the standards necessary to work within the Tyrone Subdivision. The locomotives have been delivered to the GNRR and were being stored in the Tate Yard, but they have recently been moved down to the Stevens Yard. The crews have not started running the locomotives.

The last three months have not been kind to the operations of either railroad. Both railroads have had incidents in which the FRA has become involved. The GNRR had a derailment near Woodstock on Christmas Eve. After an investigation, the FRA determined the



CSX Slug 2340 and GP40-2 6935 - involved in a fire that tied up traffic in downtown Tyrone

cause of the accident was a broken rail. No FRA action is expected against the GNRR.

The FRA is more concerned about the operations of CSX. It is a well known fact that for many years CSX has played the numbers game with track maintenance. In fact, in the 1980's CSX spent less per mile of track than any other major railroad. CEO John Snow used this technique to improve earnings. In the late 90's, CSX stock price quadrupled. Prior to CEO Michael Ward taking control of the railroad, CSX had been highly criticized by the FRA for the condition of the railroad. A FRA report in 2000 was highly critical of the railroads poor track condition. After two Amtrak crashed on CSX trackage, FRA concluded that more than 10 percent of the trackage did not meet the railroads own safety standards.

On January 10, CSX had a derailment caused by poor track condition. The derailment occurred while a crew was switching at the Susan Jean Lumber Mill. The lumber mill has its own power generating system which is fired by liquid petroleum gas (LPG). The switching crew had already pulled an empty tank car onto the mainline. They were in the process of spotting a loaded tank car (GATX 75936 with Aeron LPG markings). As the crew was pushing the car back, a section of rail broke. As the car rolled over, one of the valves was damaged on the switch stand. The car immediately started leaking product. The Fayette County Fire Department was called, and an evacuation of the local area was ordered. The Fayette County Hazmat Team was able to plug the leak. Fortunately, there was no fire. The mainline was shut down for approximately six hours while the car was righted and the rack repaired.

The second incident occurred within the confines of the Sandra Jean Paper Mill. A CSX crew was on duty accompanied by a GNRR crew that was learning CSX procedures. The crew was using mother/slugs set CSX #6935, a GP40-2, and #2340, a slug based on a GP 40-2. The crew had the mainline fouled by eight cars. They were deep within the confines of the paper mill when CSX # 6935 caught on fire. The crew evacuated the locomotives and notified plant personnel. Years ago, the mill bought an old convertible top American LaFrance fire engine that the county was selling at auction. The plant thought that since there was a rather long response time for the county trucks to show up due to the fact that the plant is quite a ways out of town, the fire engine would be a good investment. This day, the plant personnel were able to extinguish the fire. Unfortunately, the crew now had a dead mother/slugs set since the mother was heavily damaged. In the meantime, traffic was backing up on the mainline. Dispatch had given the switching crew a time limit to clear the mainline. As that time approached, dispatch moved a southbound intermodal train into the Town of Tyrone. When dispatch was notified of the switching crew's problem, they notified the crew of the southbound intermodal train of the situation. Dispatch directed them to secure their train and proceed to the paper mill to shove the eight cars into the confines of the mill.

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A Blast From the Horn

Howard Good, Director of Operations

Already it's nearly the second quarter of the year and the beginning of some exciting things for the Piedmont Division. We have some really great clinics and home layout tours lined up for the second quarter, so be sure to check elsewhere, like the Front Page for the neat goings on. A lot of good modeling clinics, as well as one on DCC, something we haven't done in a while.

Plans are coming along nicely for the Second Annual Piedmont Pilgrimage, as the committee is being formed to take on this monster. Where last years inaugural program featured twelve layouts, the plan this year is for thirty two! While that seems like a monumental number of layouts, I am happy to report that nearly twenty five are already signed up with more on the burner. If you have a layout and want to be a part of this new and exciting program, contact me

At this writing, there is still an opening for the December clinic and two openings for home layout tours in September and October. Anyone interested in these openings should contact me at the earliest possible convenience. With the Piedmont Pilgrimage taking up the majority of time in getting arranged, the monthly program needs to be set up well in advance

And then there's the Auction in October. Hope to see you at the meetings and on tour. I'm excited about the Train Show!

Piedmont Auction Action

Howard Goodwin, Master of Ceremonies



Do you have some model railroad stuff hanging around and don't quite know what you want to do with it? Have you toyed with the idea of putting your stuff on eBay and disposing of it that way but hate to have to go thru all the hassle of selling your old treasures to some nameless, faceless number? Have you wanted to help out the model railroad community but don't know where to start? Has any of these questions caused you concern or consternation? If they have, then listen up (or rather, read on) because we have a solution to all those perplexing problems.

The Piedmont Division is having a LIVE Model Railroad Auction coming up on October 16th of this year to be held at the Elks Lodge in Tucker. That's right, the very same Elks Lodge where we have our monthly meetings. You will be able to bring all those goodies that you just can't use anymore and sell them at auction to other model railroaders in your own community who just can't wait to own those treasures you are disposing of. Come and join us for all the fun, excitement and outrageous entertainment such as you have never seen in a good long while. If you don't have something to sell, then come and buy something you just can't live without. All the proceeds will go to the Piedmont Division. Additional details will follow soon and will also appear on the website. For a really special Saturday evening treat, be sure to plan on attending.

Attention Southside N-Scalers!

Hello Fellow modelers! I am tossing around the idea of trying to assemble a group of N-scalers on the southside of Atlanta for the purpose of trying to start a NTRAK club, based perhaps around Southlake Mall or the Atlanta Airport, someplace like that. Traffic in Atlanta has reached epic proportions and has become a real issue for all of us! These days I tend to procrastinate on any trip north of downtown. So, I

From the Super's Office

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10. Achievement Award Program – As most of you know Dr. Joe Nichols heads up this Committee. The entries in recent contests have been very low. This program warrants a separate column but you should know that the Board of Directors is committed to helping increase the interest and contest entries. The Board is also going to participate by entering models. If you do not have a layout, building contest entries is a wonderful way to take an active role in modeling which is a great way to be a part of the hobby.

In conclusion I do have a vision for the Piedmont Division. We have a great and active group of modelers. We have a great opportunity to take model railroading into the community, increase the local membership, and get more people involved in the hobby of model trains. With our members we can do this but the Division needs your help. The way this is going to happen is with the Piedmont Pilgrimage, the Annual Train Show, better monthly programs, Regional Conventions, and the Achievement Program. By doing these type of events you will see value in membership of the National Model Railroad Assoc. Not only will we see many new members but also those of you who joined in past years will feel good about renewing your membership. Growth is what it is all about.

To do these projects we need volunteers. If you have not volunteered in the past I am asking you to consider taking part in one of the above programs. The time is not always big and the rewards of gratification are immense. For all of you who have volunteered and continue to do so with enthusiasm I extend a big thank you! Without your efforts we could not exist.

Last, by the time you read this article you should have received your copy of Scale Rails with the ballot. Please take the time to read the items you are voting on. It can be difficult reading. I will not editorialize my comments on the information included. I will say the way it is constructed is not perfect but it does warrant your careful consideration. The impact on the future of our Association is significant.

Well that is all for now. Happy Railroading!

Bob McIntyre
Superintendent

Division Cars Still Available

The Piedmont Division's limited-run Red Caboose HO 1937 AAR Double Door 40' steel-sheathed automobile box car decorated for Southern Railway is still available, but going fast.

These HO kits are available in **four individual road numbers**. Kits sell for \$15.00 each or a four pack for \$50.00. Shipping and insurance for one to three cars is \$4.50. A four car set is \$5.50 for shipping and insurance. Send orders to:

Bill Parks
2360 Thompson Bridge Road, Apt P-2
Gainesville, GA 30501

Make checks/money orders payable to *Piedmont Division/SER*.

am testing the waters to see how many people are interested in this idea. If we get enough of a response we will all get together for an informal meeting to see what we can do!

To collect all ideas and thoughts I have created an email group at Yahoo: **NTRAK_South_Atlanta**. I hope to see you there.

Ed Wilson, ewilson248@aol.com

The History of My Railroad... So Far

Continued from page 7

Unfortunately, the intermodal crew did not clear all the crossings in Tyrone before they secured their train. CSX has an agreement with the Town of Tyrone that they will not block crossings for more than 5 minutes. When the police dispatcher started receiving calls about the crossings being blocked, they dispatched a patrol car. They were quite surprised when they checked both ends of the train and couldn't find any locomotives! The police contacted CSX and were informed of the the situation at the paper mill, Dispatch was not aware of the fact that the intermodal crew had not cleared the crossings. After discussing the situation with the intermodal crew, Dispatch determined that it would take longer for the crew to go back and clear the crossings and then go back and clear the mainline than it would be for them to clear the mainline and then return to their train. Dispatch relayed this information to the police, and they agreed. Unfortunately, the intermodal train ended up blocking the crossings for close to two hours. The mayor

and the town council are not happy. It was also fortunate that the paper mill has a fire engine on the property since the intermodal train also blocked the main road leading to the paper mill.

Due to FRA concerns about operation of both railroads, the CSX/GP/GNRR deal had been delayed until further notice. The FRA is scheduling ride-alongs with the locomotive crews to monitor the training process. They are also scheduling an inspection of the Tyrone Subdivision. Once all inspections are completed, the repair work will be scheduled. The FRA has indicated they will not allow the deal to be acted upon until ALL the repair work is completed. CSX has estimated 60 to 90 days before all repair work can be completed depending on the amount of work that needs to be done and the availability of track gangs.

John has taken modeler's license in creating "The History of My Railroad... So Far." It is a work of fiction. Names, places, and events are products of John's active imagination or are used fictitiously.

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Monthly Meetings are held at 7:00 p.m. on the 2nd Tuesday of each month at:

**THE ELKS LODGE
1775 MONTREAL ROAD
TUCKER, GA**

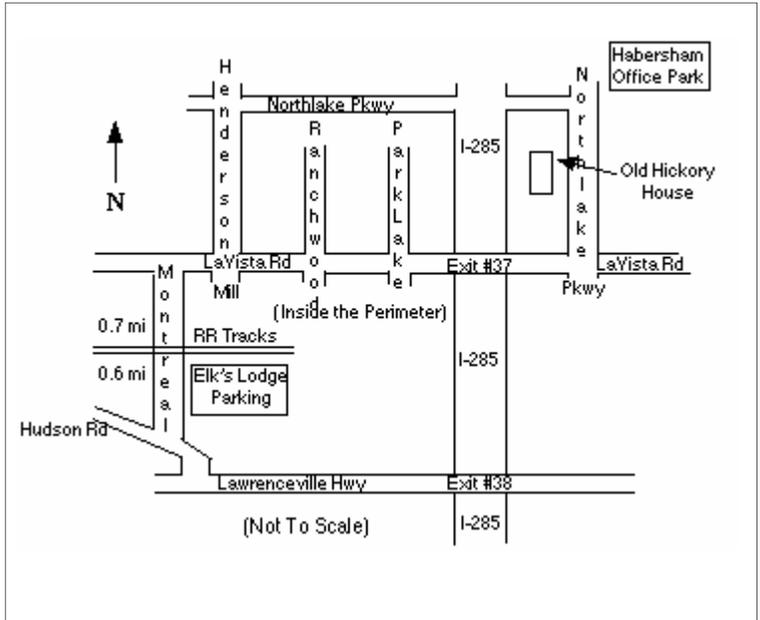
The Division's Board of Directors meeting will continue to be held at 6:00 pm at the Hickory House Restaurant on Northlake Parkway and all members are invited to attend as visitors.

DIRECTIONS

From the North: Take I-285 South to the LaVista Rd. exit: #37. Turn right or inside the Perimeter. Go to the 4th traffic light - Montreal Rd. Turn left on Montreal Rd. and go .7 mile, cross the (YES) railroad tracks. The Elks Lodge is the first building on the left after the tracks.

From the South: Take I-285 North to the Lawrenceville Hwy. exit (#38). Turn left or inside the Perimeter and go to the first light (not counting the ones at the I-285 interchange) - Montreal Rd. Turn right on Montreal Rd. and go .6 mile. The Elks Lodge is on the right just before the railroad tracks. (Careful; as you go along Montreal Rd. it turns to the right and going straight ahead will put you on Hudson Rd.)

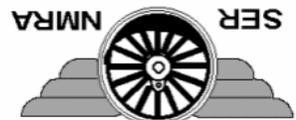
PARK IN THE MAIN PARKING LOT ON THE SOUTH SIDE OF THE BUILDING
ENTER THE DOOR ON THE SOUTH SIDE WITH "PIEDMONT DIVISION" SIGN IN PLACE OVER BINGO SIGN
DO NOT USE FRONT DOOR, IT IS LOCKED.



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