

PIEDMONT DIVISION TIMETABLE

July - September 2004

PIEDMONT DIVISION



www.piedmont-div.org

Published for Members & Friends of the Piedmont Division

Features



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Live Auction

October 16, 6:30 pm

The Elk's Lodge

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DIVISION ACTIVITIES

Howard Goodwin—Director of Operations

SUN, Jul 11, 1 to 4pm Home Layout Open House

George Bloodworth- The HO Scale L&K Railroad- You saw it last year during the Piedmont Pilgrimage and it continues to grow and prosper. Come and see the latest additions in preparation for this year's Pilgrimage.

George Bloodworth, 245 Hidden Meadow Dr., Alpharetta, GA 30004, (678) 297-1814

NOTE: George's layout will be open the Sunday BEFORE the monthly meeting.

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

Clinic - Walt Liles- Modeling Coal Operations in Appalachia. *Walt will show you how they do it in them thar mountains*

Theme of The Month - Track cleaning cars

Show And Tell - Books, magazines, anything of interest to the group

TUE, Aug 10, 7:00-9:30 pm, PIEDMONT DIVISION MEETING

Clinic - MMR Ron Gough- Using Geodesic Foam for Hard Shell Scenery- *One of our resident Master Model Railroaders, Ron will guide you through the process of creating lightweight scenery for your layout using this new revolutionary material. Ron does build with materials other than wood!*

Theme of The Month - Freight cars with and without loads (Photos, too!)

Show And Tell - Books, magazines, anything of interest to the group

SUN, Aug 15, 1 to 4pm Home Layout Open House

Charlie Cole- G Scale Outdoor layout, unofficially known as the Bird, Squirrel & Rabbit RR no doubt because of the abundance of wildlife found there, the railroad features 600 feet of track, 19 turnouts, 7 Stub tracks, and three passing sidings in a point to point arrangement with reverse loops on both ends. Come see this beautifully terraced layout which undergoes 4 1/2 feet of elevation change.

Charlie Cole, 918 Arbor Forest Landing SW, Marietta, GA 30064, (770) 427-3133

TUE, Sep 14, 7:00-9:30 pm, PIEDMONT DIVISION MEETING

Clinic - Howard Goodwin- Everything You Always Wanted to Know about Auctions- *Our own Director of Operations, otherwise known as the Piedmont DOO boy will share his twenty five plus years of expertise on model railroad auctions, the do's and don'ts and some of the funny things that have happened along the way.*

Theme of The Month - Promoting Modeling and Contest Models (Photos Too!!)Bring in your models or plans and get help from the pros who can show you how to get more enjoyment and points for your models (Photos, too!).

Show And Tell - Books, magazines, anything of interest to the group

SUN, Sep 19, 1 to 4pm Home Layout Open House

Ed Laity- HO Scale Valley & Tekoa Railroad- Another gem of a model railroad proving that bigger is not always better. This period model railroad layout is one of the finest smaller railroads around with superbly done scenery, structures and details to match. If you haven't been by to see this one, don't miss it.

Ed Laity, 5694 Four Winds Dr., Lilburn, GA 30047, (770) 279-8696

GOOD & WELFARE

John Stevens, Chairman

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

In April, long time member Len Purdy passed away from a lengthy illness. It was Len's wishes that there be no public services. The Board of Director's is examining an appropriate remembrance. Chris Brook's recently did an article on Len which is published elsewhere in this publication. Len was an active member of the division before he became ill. According to Scott Chatfield "Len's biggest contribution to the Piedmont Division was as my vice-chairman of the 1995 NMRA National Convention here in Atlanta. He worked on almost all aspects of the convention, handling the bus contract, coordinating many of the committees, and making my life much easier in general. The outstanding success of the convention was due in large part to his efforts."

Things at the old homestead have been pretty busy. My daughter has finished her junior year at college. She is majoring in biology, and thinks she wants to be marine biologist. She applied to several aquariums for intern programs for the summer. She was accepted at the Clearwater Aquarium in Clearwater, FL. I drove her down there a couple of weeks ago. My son has completed his junior year of high school. He has officially passed four of his Georgia High School Graduation Tests. He has started to get ready for marching band season. He is enrolled in a summer program through the Center for the Visually Impaired. He is spending the mornings as a data entry specialist with the Red Cross, and then will spend his afternoons at the CVI Center. He just started this week, so we don't really know how it is going to be. It seems like a real good program for him, so we will have to see how it goes.

Not much going on in the train room. I have been spending more time in there. After close examination, I finally came to the realization that I didn't like the layout I was building. I model "Turn of the Century Diesel". I like big diesel locomotives. I also like big box cars and auto racks. The layout I was building was not acceptable for running this type of equipment. I have decided that rather than run equipment that I don't like, I am going to tear down what I have built and put in something that will run the type of equipment I like to operate. It has been a painful decision, but I found I was doing a lot of the things that they say you shouldn't do when building a layout. My goal now is to have an operating layout by the spring of 2007. That is when the Piedmont Division will be hosting the regional convention. I hope to have

enough of a layout to host an open house. I'll let you know how I am doing.

I had a great time at the annual convention this past weekend. All the members of the Piedmont Division who were candidates were successful in their quest for positions on the Board of Directors. Pat Turner, who is a past Superintendent of this division, was reelected Vice President. Lenny Polinsky was this year's recipient of the Vern Yarbrough Award, and I received the Dave Muller Award.

I have been notified by the President elect, that he plans on replacing me as the regional Good and Welfare Chairman. Since the position was first defined by Lenny Polinsky, it has been held at the region and division level by the same person. John Blanchard took over from Lenny, and I took over from John. I have held the position for three years, and have been able to earn the Volunteer Certificate. I have also earned credits toward the Author Certificate, and believe it gave me the exposure necessary to gain the position of Regional Secretary. If you are interested in this position, please contact me.

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

Respectfully,

John Stevens

Good & Welfare Letters

March 2004

William Eisenhardt
Hal Burnett
Gary Jarabek

Milestone Birthday
Milestone Birthday
Milestone Birthday

April 2004

None

May 2004

Len Purdy
Ray Kummer
Albert Norman
Jerry Garner
James Hughes
Robert Daniels

Member Passing
Milestone Birthday
Milestone Birthday
Milestone Birthday
Milestone Birthday
Milestone Birthday

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!

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!





From the Super's Office

By Division Superintendent Bob McIntyre

As I sit down to write this column I have just experienced the death of my mother. I am also, as many of you know, getting ready to undergo additional consultations and treatment for my medical condition. You may be asking the question, "what does that have with model railroading?" With everything going on in my life model trains has taken a back seat. The work on the SV&S has virtually ground to a halt. Commitments whether they are personnel or business will impact your involvement in the hobby. In years past a lack of progress would have made me very edgy. I have both short and long term goals for the layout. However, over the years I have learned that trains should be maintained in perspective. Mostly I have the time to get a lot done but other times progress is very slow, such as now.

As I have discussed in this column before each one of us has a reason for getting into this hobby. Many of you say that the first Lionel train layout got you interested. That is what got me started, but it is not what is keeping me going day to day and year by year as a model railroader. The friendship of other hobbyists is my primary interest. The secondary reasons are history, modeling, a love for the Pennsy, and operating trains. When things are not running smooth in my life modeling trains is a great therapeutic release. When I was off of work two years ago they helped me keep busy and got me on the road to recovery.

Being a member of a building and operating group has enabled me to learn what motivates the members. Certainly it is the camaraderie but the Achievement Program, prototype building and operation, digital system installation and many other areas motivate them. Through their

interests I have learned more about railroading and it has expanded my knowledge and modeling abilities (an area that I had very little skill years ago). I also like to think that some of my skills have enhanced model railroading for them. You can certainly be a solo modeler, and there are many of them in the hobby, but it can be so much more enjoyable when we are with our fellow enthusiasts swapping stories, helping each other, learning, and generally having fun.

Taking into account all of the above reasons for being a model railroader let us not forget that we are the hobby. We are its ambassadors. We have an obligation to introduce model trains to others, especially the younger generation. Yes, trains are not the same today as they were in the transition era or before. But, the modern engines are still big, powerful and awe-inspiring. It is not easy to ride a passenger train today. However, with a little effort there are many tourist and excursion trains available. Do not forget our model train layouts. I have yet to see a youngster or teenager not to be impressed by our pikes. To "kick it up a notch" as one famous chef says make an effort to have a teenager as part of your operating session or general running time. I guarantee that it will pull him or her away from a computer game. It is 3D fun. The reason operating is fun for you will be in many ways the same for them. All it takes is a little effort.

I am going to look in the mirror and make time to include more outside people in my train operations. Maybe it will not be every session but every once in awhile when the opportunity presents itself they will be there. How about you? You know you can make a difference.

Happy modeling!



The Membership Train

Chris White, Director of Personnel

In the latest issue of *SCALE Rails* (May 2004), the "Membership Thermometer" has decreased and the NMRA membership is now below 20,000 members. I fully appreciate that the Board of Directors is aware of the membership situation, but the continued decline in overall membership remains a serious problem for our hobby. On a more positive note, Karl Shafer, SER Registrar, reports in the latest edition of the *Southerner* that membership in the Southeast Region has increased by more than 30% in the last 18 months. Try to explain that!?

The membership growth for the Piedmont Division has been slower than I had anticipated for the first 5 months of the year. We have only signed up 8 new members to the NMRA and the SER. It is now quite obvious that the "incentive program" that the Board of Directors approved for 2003 had a very significant impact on the decision of model railroaders to join their National Association in 2003.

Our next opportunity to sign up members will be at the 28th Atlanta Model Train and Railroadiana Show to be held in Norcross at the North Atlanta Trade Center on Saturday 14th August 2004. This will be the first time in a number of years that we have had our membership booth at this show and I hope we are able to attract membership from the attendees at this show.

We continue to have outstanding attendance at the Tuesday monthly meetings of the Piedmont Division. Howard Goodwin has arranged some excellent clinics and the average attendance for the first 6

months of the year is nearly 80 members. This is quite exceptional when you appreciate

that the entire membership of the Piedmont Division is 222 members. We therefore have more than 35% of our membership attending the monthly meetings.

As I stated in the previous issue of the *Timetable*, membership to the NMRA and the Southeast Region costs \$55.00. I am sure that for the majority of us, the fellowship and instruction of our monthly Piedmont Division meetings is the sustaining reason for our membership in the NMRA. If you have a friend who is interested in model railroading I strongly encourage you to invite him (or her) to one of our Tuesday monthly meetings and get him (or her) hooked like the rest of us.

I unfortunately will not be able to attend the July meeting. I will be en route home from the NMRA meeting in Seattle but look forward to seeing you all on Tuesday August 9th. Make a note of the date for the Railroadiana Show on August 14th. Lastly, my personal congratulations to Pat Turner, Randall Watson, John Stevens, Scott Perry and Paul Voelker to their election as officers and directors of the Southeast Region.



Meet Len Purdy, builder of the G&T

Chris Brooks

The Piedmont Division mourns the death of our friend Len Purdy, who passed away on April 24, 2004. In memory of Len, the Timetable is re-running Chris Brooks' article which appeared in the Q4 2003 edition as the first of a two part series about Len.

Len Purdy is the builder of the Georgia & Tennessee Railroad, a modular layout that was given to the Southeastern Railway Museum in Duluth. A group of Piedmont Division modelers are now helping to maintain and restore the layout.

The G&T, built in 1989 for the Houston NMRA Convention, was designed as an alternative to modular layouts being built in the 1980s. Len believed that modular layouts had some visual problems and could be designed better. The 6-inch connectors between many modules were unrealistic, he believed. In addition, lighting was poor on modular railroads and visitors always saw the operators inside the modular loop.

Purdy's design overcame some of these problems by using an integral backdrop and valance system to produce a diorama effect complete with proper lighting. Amazingly, the layout was constructed in Len's basement in only eight weeks! He did have some assistance from Clyde Stewart and others in the "Oakwood Gang," a group of like-minded modelers based in suburban Gainesville.

Transporting the layout was a design challenge in itself. The layout could be towed overland but Len's car could pull no more than 750 lbs. In order to get the layout to Houston, it had to be lightweight and designed to travel.

The finished layout comprised sixteen modules. Each module is a sandwich of 1/8 inch plywood, covered with 1-inch thick foam and topped with blackout Celotex. The modules were all cut and assembled at one time. Len designed a custom trailer, built on a flat bed Sears frame, that would safely and conveniently transport the layout. The trailer had a long side door to allow access. Each module tucked into its own pigeonhole. Len says it took 4 -5 hours to set up the layout with the help of a few friends and their spouses.

The G&T traveled for 4 years, appearing at several NMRA events and at Six Flags over Georgia. The layout won a National Chairman's Award at the 1989 NMRA convention in Houston.

Len Purdy has been a model builder since he was 12 years old. His interest in model building led him into a career as a professional builder. At one time he built models for the Atlanta architectural firm of Shutze and Armistead. Phillip Shutze was the architect of the Swan House, the C&S bank downtown, The Temple, Patterson's Spring Hill and many other Atlanta and Georgia landmark buildings. Len recalled constructing the model of a Sears store in Winston-Salem that had no space for a parking lot, so Shutze and Armistead designed the store with rooftop parking.

Before locating in north Georgia, Len lived in Cleveland, Ohio and worked for the National Advisory Commission for Aeronautics, which later became NASA. While working with the NACA, Len built wing models for wind tunnels and a vertical wind tunnel that perfected spin

recovery techniques for pilots. He also worked on the prototype for a tow tank on rails, a mile-long building that was built at Hampton, VA, just before World War II to develop and test Navy seaplanes.

During World War II, Len was a pilot. His service to his country was as a pilot instructor on twin-engine aircraft. Len flew AT-10, B-25, B-26 and A-26 aircraft.

Len took his aerospace experience with NACA, moved back to Georgia and started Lanier RC, a model airplane firm that grew to become one of the world's largest producers of radio-controlled kits. Len incorporated new techniques and technologies and produced kits with molded Styrofoam wings and vacuum-formed ABS fuselages. There was virtually no balsa, paper or monocoque used in the Lanier RC kits.

After retiring in 1988 Len sold Lanier RC, but did not stop modeling. Using funds raised by displaying the G&T at Six Flags, and by selling \$100 shares, he built yet another successful project. He and 26 others formed a club and built an HO layout in a 12x40 trailer in Oakwood. Len built about 75% of this layout and said the club managed by hoping that all 26 members would not show up at the trailer at the same time!

Len donated the G&T to the Crawford Long Museum in Jefferson, GA where it was displayed for a few years. Due to planned expansion of the CLM they passed the layout to the SERRM about two years ago. Len says the layout is now "where it belongs" with a new climate controlled space and a museum staff that appreciates the work that went into it.

If you would like to get involved with the G&T maintenance group and help us keep the layout operating for the public, contact me at Cbrooks@AtlantaHistoryCenter.com or look for me at one of the Piedmont meetings. (I'll be the one wearing a "Len Purdy Fan Club" button.)

Len Purdy won a blue ribbon for his airplane model at a YMCA sponsored contest in 1937. He continued to model for the rest of his life creating prototypes for Lockheed, the Navy, and the precursor of NASA.

His love of planes had him flying in WWII and later revolutionizing RC plane construction with his own company. But it wasn't just planes, Len built everything from full-size houses to scale ship models.

With his award winning demonstration layout, Len showed how modelers could improve the appearance of modular layouts. Fortunately, that layout survives today at the Southeastern Railroad Museum in Duluth, Georgia, maintained by members of the Piedmont Division.

Look for more to come in our next edition as I interview some of the people who best knew Len Purdy, a fascinating modeler and member of our division.

- Chris Brooks



Don't miss the next edition of the

SouthErneR

The official quarterly publication of the
SER/NMRA.

Another great reason to join the Piedmont Division!

Birmingham Convention Highlights

Photos Courtesy of the SouthErneR/ Paul Voelker

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



The Steel City Division put on a great convention, treating SER members and guests to great clinics, layout and prototype tours, the auction, train show, and more. Here are a few Piedmont Division highlights:

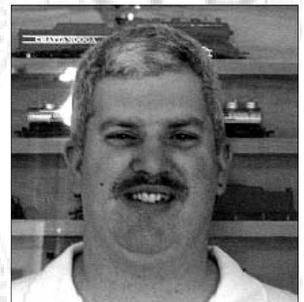
Congratulations to outgoing SER Director **Len Polinsky** for receiving the Vern Yarbrough award, the highest honor that the Region can bestow on a member.



John Stevens received the Dave Muller Award. The award is presented annually to one individual for individual achievements and volunteerism in promoting the hobby and the SER.

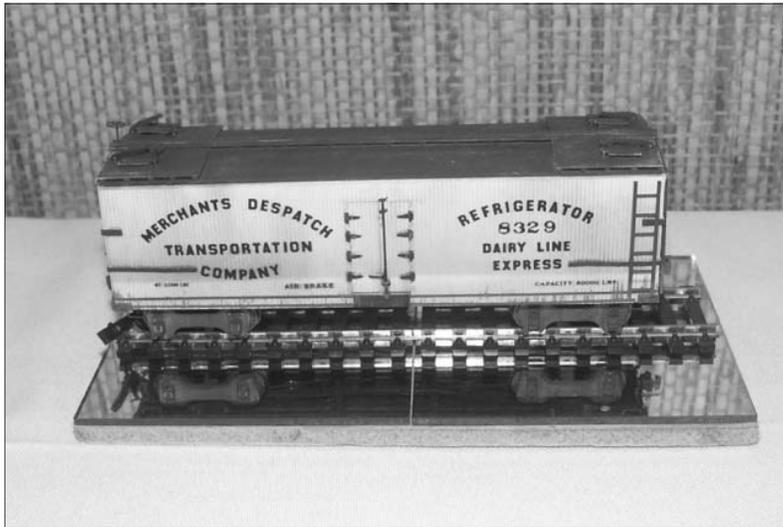
Look for complete convention coverage in the next edition of the *SouthErneR*.

Congratulations to (L to R) **Randall Watson**, **John Stevens**, **Scott Perry**, **Paul Voelker**, and **Pat Turner**. Randall returns for a second term as SER Treasurer, John is the new SER Secretary, and Paul and Scott join the board as Directors-at-Large. As the result of a successful write-in campaign, former Piedmont Superintendent Pat Turner returns as Vice-President.



Piedmont Modelers at Birmingham

Photos by Paul Voelker, unless otherwise noted



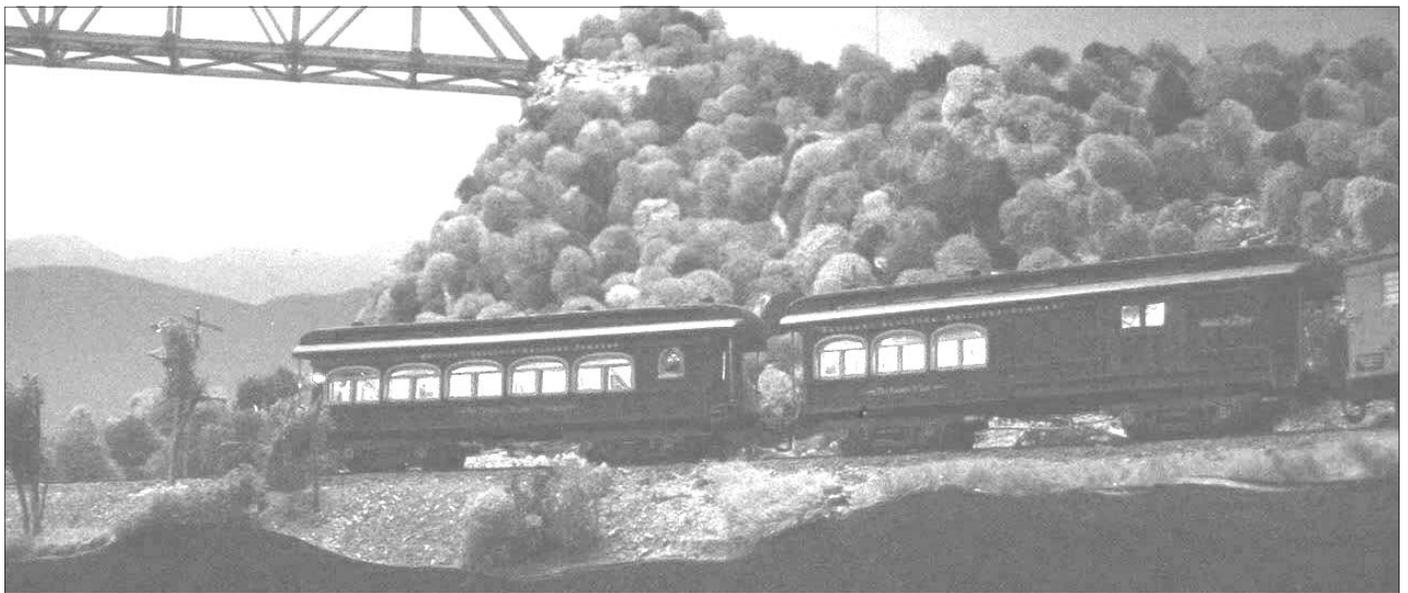
Piedmont Division modelers showed off their work in Birmingham, with contest rolling stock, structures, and photos.

Charlie Crawford took First Place, Freight Cars, for MDT Reefer 8329.

John Travis received Honorable Mention, On-Line Structures, for this stone arch bridge.



Ron Gough's *Twilight on the National Southern Railroad* took First Place, Color Model Photo contest. Photo by Ron Gough.



Piedmont modelers also brought models for Display Only. From Left to Right: **Perry Lamb** showed off high-horsepower UC&W locomotives. **L.B. Groover's** models included L&N diesels, passenger equipment, and pool hall. **Ron Gough's** trolley barn includes a detailed interior and overhead wire.



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.

As the deal was to be implemented, the Federal Railroad Administration delayed implementation. The FRA was concerned about operation of both CSX and the GNRR. The FRA scheduled ride alongs with the locomotive crews to monitor the training process. They also scheduled an inspection of the Tyrone Subdivision. Once all inspections are completed, the track repair work will be scheduled.

CSX/GP/GNRR Deal Implemented, Finally

There were many who thought the deal involving CSX, Georgia Pacific, and the Georgia Northeastern RR was finally dead. After difficult negotiations had been completed and the parties were ready for implementation of their agreements, the Federal Railroad Administration stepped in and halted the whole process. The agency had concerns about operations at both railroads due to a number of incidents, and was going to delay implementation until their concerns had been addressed.

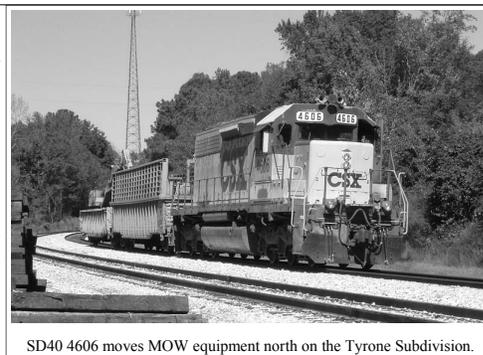
The deal between the three organizations came about because CSX wanted to stop providing switching services to two GP facilities located on the Tyrone Subdivision. CSX had provided switching services within the Susan Jean Lumber Mill and the Sandra Jean Paper Mill. They had also been providing services 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 has removed all equipment that is not being leased or sold to the GNRR. All CSX employees have been reassigned from the Stevens Yard facilities to other areas throughout the CSX system. The FRA had allowed the GNRR to move into the facility prior to implementation of the deal. The GNRR wanted to use the time to make improvements to the facilities while CSX was making repairs to trackage.

The FRA wanted to schedule ride alongs with the locomotive crews to monitor the training process. The first ride alongs were scheduled in March. These were performed on the GNRR trackage running north and south out of the Tate Yard. Once the inspectors were convinced the GNRR crews knew how to operate the GP-35's, they were transferred to the Stevens Yard. The locomotives were delivered in two groups with 2553/2556/2557 moving from the Tate Yard to the Eliza-

beth Yard on April 12th and then by CSX to the Stevens Yard on April 13th. Locomotives 2552/2558 were moved to Elizabeth on April 19th and on to Stevens on April 20th. Once the locomotives were in place, the FRA scheduled ride alongs with CSX/GNRR crews. Most of these were performed as work trains using the GNRR locomotives.



SD40 4606 moves MOW equipment north on the Tyrone Subdivision.

As previously noted, the Tyrone Subdivision borders the Atlanta Subdivision in Union City and the Manchester Subdivision in Peachtree City. It runs from ANB842.8 to ANB 826.9 for a total of 15.9 miles. As soon as the FRA delayed implementation of the deal, CSX scheduled track inspections. Initial inspection by showed that most of the work that needed to be done involved tie replacement. Further inspection with FRA inspectors found some rail that they thought should be replaced, and five switches that needed repair. The track between Tilford Yard and Manchester is due for major rail replacement next year. The FRA agreed to delay the rail replacement until that time.

The FRA did require CSX to perform the tie replacement and the switch repair work. Two switches needed to be replaced completely, and new ones were delivered by Nortrak Inc in Birmingham, AL. CSX also ordered 15,000 ties, and they were delivered and placed along the side of the tracks May 3rd to May 14th. Once the ties were in place, CSX diverted a track gang to perform tie replacement and ballast replacement and cleaning. Fortunately for CSX, Hanson Industries is located on the Tyrone Subdivision and was the source of new ballast. The Subdivision was closed to traffic from 7 am to 7 pm the week of May 17th to 21st. All northbound traffic was diverted out of Manchester to Lagrange and then north on the A&WP Subdivision. Southbound traffic followed the same route or was held in the Tilford Yard until work was completed for the day.

Once all work was completed and it had passed inspection, the FRA once again rode with the CSX/GNRR crews to monitor operations in and between the two GP facilities. Finally, on June 2, 2004, the FRA was satisfied that all their concerns had been dealt with in a proper manner. They released all parties allowing them to implement the agreements. On June 4, 2004, a news conference was held indicating that as of midnight that night, the GNRR would be using CSX trackage to providing switching services for both GP facilities within the Tyrone Subdivision.

I would like to thank the editor for actually publishing these segments. This whole process started as a way for me to define the layout that I wanted to build. It also required me to do research about the area that I plan to model. I used many sources for my information, including documents from CSX and rail fanning magazines. For edification purposes, there is no Tyrone Subdivision. The people mentioned are friends and neighbors who have no connection to the railroading industry. There are no GP facilities in Tyrone. Using my very vivid imagination, I stirred reality up with a little what if and developed the "History of My Railroad...So Far". Now that I have finished my series, the editor has a few extra pages he needs articles for. Contact him to get your stuff published and start earning credit toward your Author Certificate.

A Blast From the Horn

Howard Good, Director of Operations

So You Want to Have an Auction.....

Many of you can't remember the last time you saw an auction at the Division level. Well, all that is about to change. As you will recall, we are having a live auction on Saturday, October 16th, at the very same place we have our monthly meetings. Some of you have seen and attended the live auctions at the Region conventions. Our auction will be even better than any Region auction you have ever seen. So what's all the excitement you ask?

Here's an opportunity for you to thin out your collection of model train stuff and watch it be fought over by anxious bidders who just can't wait to make your cast off a treasure of their own, not to mention the fact that you keep the items here in our own model railroad-ing community, an example of recycling at it's finest! Watch as that old car kit you never built shows up at a Division Model Contest and earns 92 ½ points and a Merit Award! Dr Joe Sr. will be pleased!

Here's how it works: You gather up all the stuff you've otherwise been planning on putting on eBay and bring it to the auction. Part of the trick is not to set any minimum bids TOO HIGH!!! It has been my experience that items with NO minimum bid will often times fetch higher prices than those WITH minimum bids. Most of the things you are parting with would probably sit around gathering dust anyway, so any fair price fetched would be better than nothing. Model Railroaders who attend auctions are looking for bargains, not retail prices. Bundle your items, bundle your items, bundle your items. Did I mention that it is also a good idea to Bundle your items? Like items should be bundled to make it more attractive and to help expedite the auction. Magazines and individual cars are a very good example.

It's a pretty good bet that this will be a crowded auction, as this is the first one in a long time and the word on the street is that there will be a lot of good stuff there to bid on. I also think there will be a good representation of public to show up and see what's going on. For sure whoever does decide to show up will have a good time and go home with some really neat stuff. Don't YOU miss out on this one. Plan on attending and maybe even helping out. In any event, BE THERE!!

Piedmont Division Live Auction

Saturday, October 16th

The Elks Lodge

1775 Montreal Road

Tucker, GA

Check in and set up at 5:00

Auction Starts Promptly at 6:30!

Question & Answer Forum

Are you having a model railroading problem? Bring your questions to the monthly meeting. One of our many knowledgeable members may have just the right answer or idea that you are looking for!

And you don't have to be a member to participate in the forum – it is open to members and visitors alike.

The Library Corner



Howdy and greetings from the Piedmont Division Library. Once again I just want to relay a few quick notes on the library.

The library continues to grow with many wonderful donations being received. I apologize for this but if you've donated a book to the library in the past three or four months I would appreciate you sending me an email administrator@piedmontdivisionlibrary.com. Just let me know who you are and what book(s) you have donated. I want to make certain that everyone receives proper credit. Unfortunately my best efforts to take notes during meetings do not always result in me getting accurate information.

At this point in time the library has roughly 189 books (an earlier article incorrectly stated 195 books). Unfortunately we are still missing seven books. Please check around your house for any of these books:

- "Great Model Railroads 1999 C2"
- "N Trak Module Manual"
- "N Trak Resource Book #4"
- "N Trak Resource Book #5"
- "Great Model Railroads 1998"
- "Model Railroad Planning 1997"
- "Extra 2200 South #11"

If you find one of these books in your possession just bring it to the next meeting, email me, or call me (678.428.8505) and just let me know. I'm not looking for any blood, just the books. I'm also not looking to replace "The Great Model Railroads" and "Model Railroad Planning" books as we have several copies of the issues missing. I am more interested in locating all the books especially the N Trak books. This brings me to one of my reminders. Please be certain you sign out all the books. Most of the time I will sign books in during meetings so just find me and I'll sign you in.

I have many magazines in my basement right now that were donations from various folks. At this point I would prefer not accepting any more donations of magazines as I'm still trying to sell-off the ones we already have. Amongst several projects related to the library I am attempting to figure out just exactly what magazines I have so that they can be sold off on eBay or as lots at the upcoming Piedmont Division auction. In the mean time if you are missing a Model Railroader from roughly 1977 to 1999 let me know. I may have it. All Model Railroaders are being sold for a quarter a piece.

Another project I hope to complete soon is updating the web pages related to the library. I would like to get an up to date list of books and folks who have donated to the library (thus my earlier request).

As always, if you would like to reserve a book or have a suggestion of books you'd like to see added to the library please email me: administrator@piedmontdivisionlibrary.com and we'll see what we can do.

Until next time...Good reading!

Ed Jahns
Library Administrator



Video Library

The first **DVD's** are in. From The Great Model Railroad Series we have: # 45 **Bob Lawson** and # 46 **Paul Dolkos**. Their superior quality and smaller size are much appreciated. Check them out at the next meeting, if they are in.

I have a matter of concern. Some of the tapes have been out for a long time without coming back in. See if you have one and let me know. We can arrange to get them if you cannot get to a meeting.

Charlie Crawford
Video Librarian
770-565-1845
cacrwfrd@juno.com



The **National Model Railroad Association** is the largest organization devoted to the development, promotion, and enjoyment of the hobby of model railroading. The NMRA was founded in 1935 in Milwaukee, Wisconsin in order to provide a service to the hobby of model railroading!

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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**

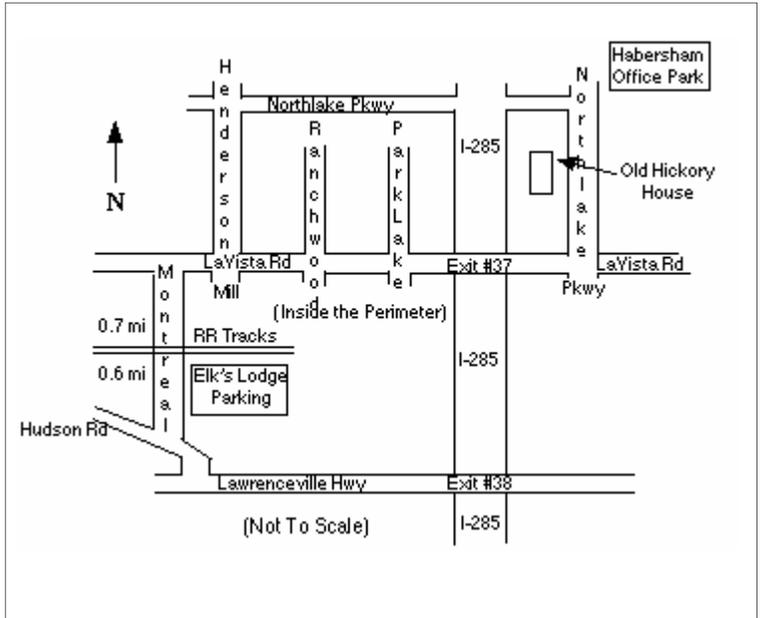
The Division's Board of Directors meeting will continue to be held at 6:00 pm at the Hickory House Restaurant on Northlake Parkway and all members are invited to attend as visitors.

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.)

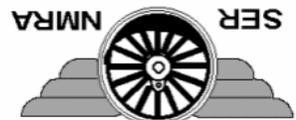
**PARK IN THE MAIN PARKING LOT ON THE SOUTH SIDE OF THE BUILDING
ENTER THE DOOR ON THE SOUTH SIDE WITH "PIEDMONT DIVISION" SIGN IN PLACE OVER BINGO SIGN
DO NOT USE FRONT DOOR, IT IS LOCKED.**



**TIME-DATED MATERIAL
POSTMASTER:**

Lawrenceville, GA 30044-4838

Rick Coble, Editor
3278 Spring Wind Court



PIEDMONT DIVISION