

THE BRASS POUNDER

Newsletter of the Carolina Southern Division 12, Mid-Eastern Region,
National Model Railroad Association

Volume 11 Number 2

May 2011

Carolina Southern Division Events

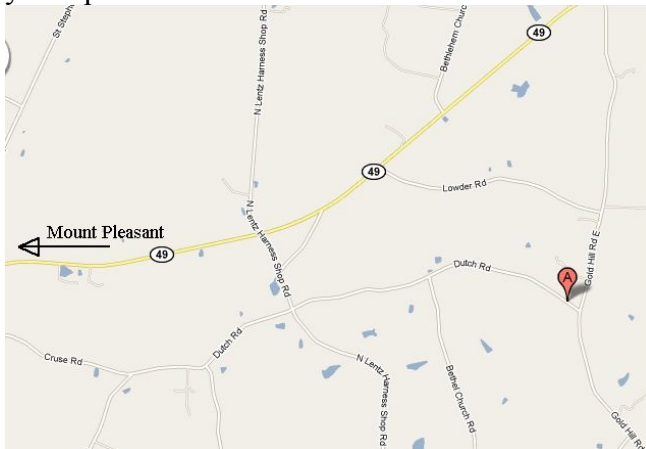
NMRA AP Judge Training

Sat, May 21, 10am – 1pm

2642 Dutch Road, Mt. Pleasant, NC 28124

Martin Brechbiel will teach this class which will qualify you to judge the AP program within the Carolina Southern Division.

Contact our Superintendent before May 15 at superintendent@carolinasouthern.org to reserve your space.



Directions:

Follow NC 49 east from Charlotte. After Passing through Mount Pleasant, turn right on Lentz Harness Shop Rd, then left on Dutch Rd to 2642.

Calendar of Events

Macon Tracks, SER Regional Convention

May 20-21

Macon State College, Macon GA

<http://www.tface.org/2011.htm>

2011 NMRA National Convention

"The Unconventional Convention"

Sacramento, California

July 3-9, 2011

<http://www.x2011west.org/>

NC Rail Run

Op Session Weekend

September 2 -4 (Labor Day)

<http://ncrailrun2011.blogspot.com>

National Narrow Gauge Convention

September 7-10, 2011

Hickory Metro Convention Center

1960 13th Ave. Drive SE

Hickory, North Carolina 28602

<http://www.narrowgauge2011.com/>

MER Regional Convention 2011

October 27 - October 30

Embassy Suites Hotel

Cary, NC

<http://mer.nmra.org/MERConv/MERConv.html>

Division Website:

www.carolinasouthern.org

State of the Division

By Steve August – Superintendent

It is hard to believe but we are about to enter the summer months of 2011 already. We have done a lot this year but we could do more. We have recently completed a trip to the Tichy Train Group and saw first-hand their manufacturing processes which were very interesting. We had about 10 members from our division attend along with another 25+ from other divisions around the region.

We have also just completed the Duke Merit Badge Encampment for the Boy Scouts where we were able to qualify 20 boys to receive the Merit Badge for Railroading. We have several other events coming up in the very near future. For instance, we have planned a Judging Class so you can learn how to become a certified judge for the division. The Achievement Program needs a little help, so we are asking you to become involved and learn to a judge.

This event will be hosted by David Ward on Saturday, May 21. The class will be given by Martin Brechbiel, who is the MER Contest Chairmen at the Regional Conventions. He will offer a class and explain the procedures on being a judge, and then you can help to judge the AP Program around the division. If this is something you would interested in please contact me at superintendent@carolinasouthern.org and let me know.



Another event upcoming is this year the annual Operations weekend will be held over the Labor Day weekend and it merged with the NC Rail Run to come up with a fantastic weekend that we can all be proud of.

The details of this event can be found not only our website but also at <http://ncrailrun2011.blogspot.com>.

However, these few events are not the only events we do here in the CSD. The CSD is only as successful as its last event, and we cannot be successful if you do not help us a little with ideas of things you would like to see and do. I have been Superintendent for a little over 3 years now and this job is difficult at times and at others very easy and laid back. No matter what we do we need you to offer ideas or just want to learn something new about model railroading, let the rest of us know and we can put together a clinic, a meeting or just a small group who want to learn the same thing. This is a volunteer organization, and several do the work of many, but if you decide to help we all can benefit.

Not necessarily an event that is coming up but a way that you can become involved is by joining the Board of Directors. This year several of the elected positions in the Carolina Southern Division will need to be filled. Due to term limits several of the current members will not be able to run again for re-election. If you would like to help plan the events and the things that happen around the Carolina Southern Division, contact the Superintendent of one of the Officers and let them know that you would be interested.

The Carolina Southern Division is only as successful as the last event that we hold. We are only successful if you decide to get involved if only a little bit. If you have an idea of something you would go to and see or learn or do contact anyone of the CS Division Board Members and we can help bring your idea to life.

NS Slug #921 Part II

By Jim Allen

As you can see from Photo 1 to the right there actually wasn't any weight. The two motors sat in the middle with a gear/driver wheel on each end. I removed the gears from the drive wheels to allow for free movement. In the event I decide to add power to this they can be added back. For now though this will be a dummy slug (which is kind of what they are anyway).

The Photo 2 shows the frame after I pulled out the hacksaw, chainsaw, Dremel tool etc. Actually the hacksaw and Dremel tool equipped with a metal cutting disk were used. The frame was locked in a large vice flush with the rails so that I could not cut down into the part of the rail that I didn't want to cut into. I made that mistake when building the #34 Geometry Locomotive, and totally ruined the frame.

The Photo 3 shows the frame in the vice as I continued to work on the frame until the shell fit snugly into place. As you can see most of the front area had to be removed to allow the narrow slug shell to fit into place. No more stairs, cab, tool boxes etc.

As expected with that much heavy cutting you cant help but to leave large scratches, and groves in the remaining metal frame. I wouldn't recommend this to the novice modeler or the faint of heart. Always keep in mind what the end result of each section should be, not how bad it looks at the time. As evident in these photos almost anything can be repaired.

My favorite Bondo or body filler is household spackle. Using a small piece of sheet styrene as an applicator a couple of coats were applied over the scratched up area. Actually it took three coats of filler to get the frame smooth again. Between each coat a light sanding was done before I could apply any primer. Unlike real Bondo or body filler household spackle sands much easier



Photo 1

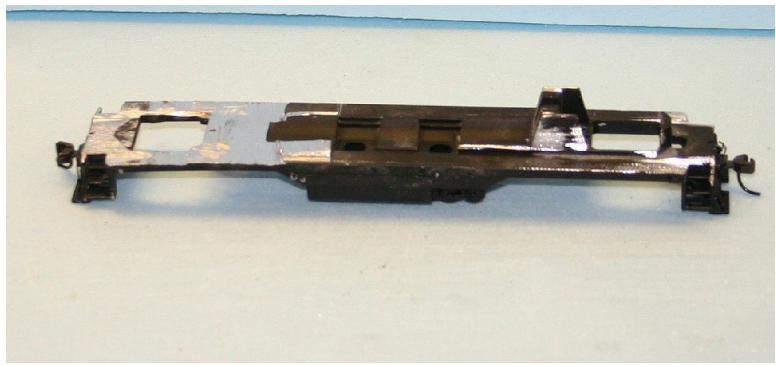


Photo 2



Photo 3



Photo 4

and smells a lot better! To sand I used 220 grit very lightly. A couple of coats of primer can cover any marks left by the 220 grit sandpaper provided you rub lightly.

The fuel tanks will need to come off to wrap up the frame work. This proved to be challenging as they are molded metal right into the frame. It took a combination cutting using our band saw (not a metal blade) and a hacksaw. I started by slicing the tanks into small sections (Photo 5). I used the hacksaw for this. Once the tank was diced up into sections, I began sawing the best that I could along the frame edge. I made the cuts this way so as to make as accurate a cut as I could. I knew from prior experience that trying to make one long cut would more than likely lead to the saw blade curving in one direction or another.

Again I used the hacksaw as long as I could until the saw handle was hitting the front of the frame. From that point I used the band saw which I lubricated with oil as it struggled to cut the metal. I guess some guys would have stopped at that point, drove up to Lowes and purchased a metal cutting band saw blade. Not this guy, where's the challenge in that! Besides I was done before I could of went to Lowes and back. Forget that the blade is probably totally trashed now.

Notice that one of the two air tanks was spared while the other was removed with the fuel tank.

The fuel caps on either side were ground down next. To finish off the rail I measured and cut a piece sheet styrene to run along the frame. This piece of sheet metal finishes off the frame while hiding a few small rough areas under the frame (Photo 6). Once painted black this will look very much like the prototype.



Photo 5

On both ends of the frame (pilot) the bottoms came out like a step, Photo 7. On the prototype these plows were almost totally flat. Using the Dremel tool and metal disk these areas were ground flat with the main plow area. This area will eventually have the black and white safety stripes. I will create decals using Paintshop pro for this. I have done this in the past for a couple of switchers, so I have a couple of templates saved to work off of.

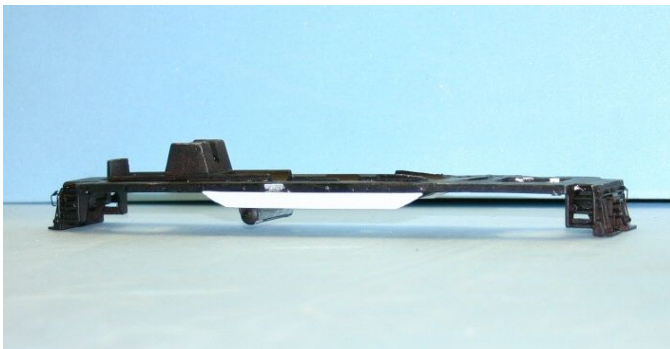


Photo 6



Photo 7

Here you can see the #921 is looking more and more like the prototype (Photo 8). Notice while in the vice the 921 is black and later it is painted brown primer again. The reason for this is the black satin paint I used either was really old, or didn't mix up well when I shook it, or there was a chemical reaction to the Valspar primer that I first used. The black paint crinkled in a few select spots. I had to go back with a scruffy pad and lightly sand those areas smooth. I then re-primed the shell with Krylon this time. (its all a crap shoot with spray cans) You can always test on a board which I did, however the paint went on an old plastic shell not a board. So it may have been a reaction to the plastic.



Photo 8

Using Krylon Satin Black the body and frame were painted one more time (Photo 9)



Photo 9



Photo 10

The vents on the slug were pretty much all square louvered vents. A fellow modeler suggested vents made by Plano . These are close but I decided to make the vents using Paintshop Pro, then print then on sticky back label paper

from Avery (Photo 10). That will give me the exact look and a slight raised appearance off the side of the shell.



Photo 11

Black and white striping for the front and rear pilots, decal created in Paintshop Pro 8. Using Microscale 1982+ NS Diesel Locomotive decals, along with 2002+ decals, Slug 921 slowly but surely begins to take on the look of a real working slug. Slugs have a lot more cables on the front and rear than a regular engines do, so I will have to add several more.

Once all of the decals are in place securely the railing can be re installed (Photo 12). One thing I didn't account for was the need for longer rails. Having removed the cab the existing side rails would no longer work. Luckily I had a enough railings between this locomotive and a couple of others for spare parts to make it work. Other wise I would have to get online to see about ordering something.



Photo 12

TIME TO STEP UP TO THE PLATE

By Rick Knight

You love this hobby – otherwise you would not be reading this newsletter. You would not be a member of this organization. But where are you?

There was a Swap Meet on April 30th. There were a lot of great vendors and some very, very good deals. But the attendance was lackluster. Don't get me wrong – there were a lot of folks there. But not the number that should have been there. As I looked around, I started to make a mental list of the people that I had NOT seen – and it became a long list. The same thing happened earlier in the month at the Hickory Show. Why is that a concern?

The next train show will be the last Saturday in June at the Metrolina. And I do agree that the date leaves a lot to be desired. The show will compete with (probably) some fabulous weather, and lot of other things we could be doing. But I'll be there. To support the hobby. Take a look around. The "major" train shows have bypassed us in 2011 – and don't have any intention of coming anytime soon. They're NOT coming to Charlotte – or Winston-Salem – or Greensboro. Their reasons for bypassing us include "low attendance" at past shows. Now I would argue that they are responsible for some of that. When they used to come to the Charlotte market, they chose to go to the Cabarrus Arena for several years. It's a great facility – in a terrible location. The vendors hated it – it was so far away from hotels and fast food (so they were 'prisoner' to the overpriced on-site food vendor.). So the vendors started to opt out of participating in the weekend. The quality of the shows went down, and so did attendance. Therefore, we're being bypassed. You'll have to go to Richmond or Atlanta to go to their shows. Don't expect to see me there – I choose to boycott them!

But there are some brave folks willing to hold shows in our area. AND IT'S UP TO US TO SHOW OUR APPRECIATION BY ATTENDING. Especially when, like the Swap Meet, there is NO charge for admission and NO charge to park. Even when, at the Metrolina, there will be a charge for admission. If we do not attend shows like this, the organizers will stop holding them.

This also applies to the conventions. There's a national convention being held in Hickory in early September – the National Narrow Gauge. There's an NMRA Regional Convention at Cary in October. Are YOU registered for either? According to the websites, there are a LOT of great things to do at both events. First class clinics and seminars. Great prototype (1:1) tours. Operating Sessions. Layout tours. You need to participate. Be there or be square.

And, in case you haven't noticed, we are down to ONE dedicated TRAIN STORE in the area. If we do not support the Little Choo Choo by purchasing our stuff there, there will be some very expensive and long trips to Trainmaster (north of Atlanta) or the Antique Barn (north of Raleigh) for the same quality of goods.

Your presence is also needed at Carolina Southern Division events. In February there was a train show in Easley, SC. Later that afternoon, we arranged for a private tour of the railroad museum in Greenwood. We toured the Rockton and Rion 2-8-2, Erie Lackawanna passenger cars and sleepers, Piedmont and Northern caboose and business car. AND THERE WERE SEVEN OF US. Not bad for an organization that rosters 137 members.

Our website's calendar is THE place to go to see what's going on in the hobby – when and where the train shows are being held; when and where there are opportunities to go on tour with the Division.

Layouts in Progress

By Bob Halsey

One of the most amazing model railroad layouts in the Carolina Southern Division area takes up the entire basement at the home of David B. Ward in Cabarrus County. The Denver, Boulder & Western is a prototypical HO-scale model of modern-day Union Pacific & BNSF operations on their joint line in Colorado. This layout has been under construction for seven years, and still has several more to go before it is completed! With two major freight yards, two huge staging yards (staging sidings are all at least 20 feet to accommodate numerous unit trains), inter-modal facilities, and many industries, the entire layout is controlled by a dispatcher and

utility dispatcher via a computer, NCE DCC system, prototypical operating overhead light signals, a dozen TV cameras at strategic points, and computer-controlled turnouts using JMRI Panel Pro.

It takes 10 to 12 crew members (including 3 yardmasters) to operate the DB&W, and they all wear belt-mounted radios with earpiece & microphone headsets, so all communications are via standard voice radio procedures with the dispatcher in Omaha, Nebraska. A typical operating session includes mixed freights, several unit trains (coal, iron ore, limestone, sulfur, ethanol tanks, containers, auto racks, etc., using from two to four diesels per train, sometimes with two helpers at the rear) and on occasion, a passenger train (the 15-car California Zephyr pulled by an A-B-A set)! All DB&W turnouts are custom-built; all hoppers and gondolas carry "live loads" (pulverized quantities of the actual material) including machine shop shavings and weathered old watch parts as scrap metal loads! The bridges, high wooden trestles, tunnels, and

detailed industries all enhance the realism of this fabulous layout!

A number of people have contributed to building and improving the DB&W:

David Ward (overall concept, design, material procurement, and some actual construction, implementation of operating procedures, and dispatcher/crew training),

Tony Sissons (custom trackwork, structures, etc),

Dick Bronson (complex electronics installations & modifications),

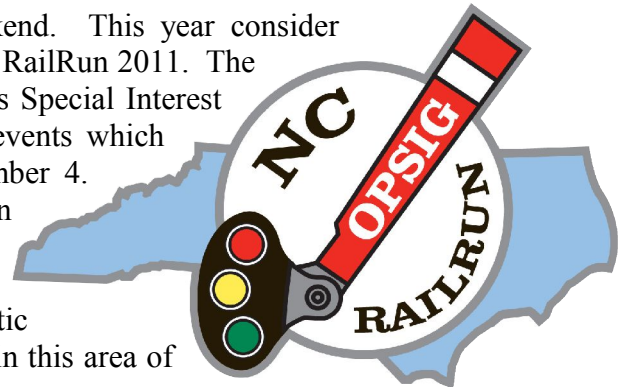
Exum Davis, Marcus Neubacher, Jeff Lindstrom, Joe Howard, Jim Allen, Larry Keller, Chris Overcash, Dave Chance, Lane Reynolds, Roy Becker, and Seth Gartner.

If at all possible, you really should visit the DB&W during RailOps weekend!

NC RailRun 2011

By Seth Gartner

The end of summer is marked by Labor Day Weekend. This year consider celebrating over the long weekend by attending the NC RailRun 2011. The Carolina Southern Division NMRA and the Operations Special Interest Group are accepting reservations for the weekend's events which will take place Friday September 2 - Sunday September 4. For more detailed information and registration information please see this webpage: <http://ncrailrun2011.blogspot.com/> We welcome anyone who shares an interest in replicating realistic railroad operations, regardless of their experience within this area of our great hobby.



Eight layouts will be open over the three days. They are located within a triangle bounded by Charlotte, Hickory, and Greensboro. Salisbury is the central point for driving to the layouts. There will be two operating slots each of the three days for the registrant to choose a layout of interest. A variety of railroads in both HO and N scales with operations set from the transition era to modern operations will be offered. The geography of the railroads is from the Rocky Mountain Front Range to coastal Maine and Ohio to North Carolina. Traffic density may be busy modern double track CTC to more quiet branchlines. Some layouts are freelanced, others are recreating a specific prototype and a few are someplace in between. There is sure to be something for everyone at NC RailRun 2011.

Salisbury is a great historical place to visit. Local attractions include the **North Carolina Transportation Museum and the Little Choo Choo Shop** in nearby Spencer. **Norfolk Southern runs about 30 trains through town daily along with 8 Amtrak trains.** Consider arriving in NC for our operations weekend and staying for two more days when the **National Narrow Gauge Convention** begins in Hickory on September 7. There are lots of activities to keep you busy. Nearby in Concord is the huge **Concord Mills Mall**, largest in NC, the **Great Wolf Lodge** indoor water park, and **Lowe's Motor Speedway**. The Charlotte area is home to NASCAR racing and even offers the **NASCAR Hall of Fame Museum** and is home to the **National Whitewater Training Center**. Spouses may enjoy the shopping at **Southpark and North Lake Malls** in Charlotte. Golf courses are abundant in the area. Within 3 hours driving one can be at the **Biltmore Estate in Asheville, Blowing Rock, or other hiking areas in the NC mountains.** Numerous beaches are within a 4 hour drive. Just don't forget about the operating layouts with everything there is to do. International airports are located in both Charlotte and Greensboro.



NC RailRun 2011

Please visit our webpage for a more detailed information source about this opportunity to see some fine layouts, two which have been featured in national hobby magazines. Registration can be done online through the Carolina Southern Division webpage which has a link on the main information page. <http://ncrailrun2011.blogspot.com/> Consider making this next Labor Day a fun weekend of trains, barbecue, and maybe the start for a week of adventure in North Carolina.

Tichy Train Group Factory Tour

By Jack Haynes

On April 16, 2011, the Carolina Piedmont Division and Carolina Southern Division had a tour of the new factory facility for Tichy Train Group. They are located in Burlington, NC and recently bought a larger factory building from a large multinational company. The new building is much larger than their former location and was built on a modern design to support a flexible arrangement of production equipment.

Our tour was hosted by Don Tichy, company owner. He welcomed us warmly and provided a very thorough and interesting tour. Tichy Train Group manufactures molded plastic parts for model trains, some complete kits for cars



and buildings, and several other plastic parts for other industry sectors. Don sells parts and kits direct to consumers (modellers) and also provides parts to other sellers of model kits, such as supplying window and door parts for someone else's building kit. See their retail web site:

<http://www.tichytraingroup.com>

The main production room was a large open space with an overhead crane for moving equipment and a completely open floor space to allow maximum flexibility in locating equipment. All services (electricity, cooling water, compressed air, etc.) are supplied from the basement below, so it can be delivered any where on the floor without interfering with other equipment.

To mold plastic parts, you need molds. In a room just off the production floor, Don has a computerized mold cutting machine that cuts the form for the part into a stainless steel block that will go into the molding machine. Also in the room is a high precision tool cutting machine to make the custom cutting bits used in the mold cutting machine to make the contours needed for the part.



Don Tichy demonstrates his mold cutting machine

The production process is done by molding machines where pellets of the type of plastic used are melted to a precise temperature at which it will flow smoothly. The liquid is then injected into the mold under high pressure. The mold is quickly cooled to solidify the part and the part is then ejected into a bin for packaging and shipping.

Don also demonstrated the laser cutting machine he recently acquired to experiment with. The cutting pattern is drawn on a PC and then sent to the machine which makes the cuts on whatever material is loaded into it.



Injection molding machine at work.

At the end of the tour, we were turned loose in the stock room area of the production room where packaged parts and kits were available for purchase. Who could resist? I think just about everyone left with something.

The ride home to Charlotte was also interesting. As I passed exits on I85 the radio was broadcasting the expected arrival time (10-15 minutes away) of tornadoes at that town. Fortunately all I ran into was some heavy rain.



CSD members deplete the Tichy inventory

The Division Brass

Superintendent	Steve August
Asst. Superintendent	Bob Halsey
Clerk	Jack Haynes
Paymaster	Dick Bronson

Director 2011	Fred Miller
Director 2012	Jim Rager
Director 2013	David Ward
AP Chairman	Dave Chance
Webmaster	Gil Brauch
Newsletter Editor	Jack Haynes

Division Website:

www.carolinasouthern.org

Submissions For Brass Pounder

Next Issue	Submission Date
July 2011	July 15, 2011

Articles are welcome on any railroad topic, model or prototype. Your editor is available to assist in preparing the materials.

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