



THE BRASS POUNDER

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

Volume 14 Number 3

August 2014

Carolina Southern Division Events

Division Picnic

Saturday September 27

1:00 - ??? (Lunch @1:30)

Jack Parker's

12012 Abernathy Rd, Charlotte

Morgan Feldon will smoke pork

Bring Drinks, salad, side dish, or dessert

Bring lawn chairs

Layout operation available after eats.

CSD Swap Meet

Saturday November 8 10-4

Brookford Town Hall

Wade's Train Town

Open House

Saturday 8/9, 9/13, 10/11 10:00 – 2:00

Restoration Sessions

Monthly 2nd and 4th Thursday 6:30 pm

Brookford Town Hall

www.carolinasouthern.org/TrainTown.htm

CSD RMU Extension Clinic

Sat Sep 20 10-12++

Mounting resistors on axles for detection

Hunter Acres Baptist Church

4520 Heman Drive, Charlotte

Sugar Creek Rd to Christenbury

\$5 fee.

See web site for registration, things to bring

www.carolinasouthern.org

MER Regional Convention

October 16-19

Hagerstown, MD

www.smdnmra.org/hubcity.html

Calendar of Events

Historic Spencer Shops Train Show

Sat & Sun, August 23 – 24

nctrans.org

NC Rail Run 2014

Friday, August 29, through Sunday August 31.

<http://www.ncrailrun.blogspot.com>

Atlanta Railroads Prototype Modelers

Fri, 09/19/2014 - Sat, 09/20/2014

Kennesaw, GA

http://www.srha.net/public/Conventions/2014_Atlanta_RPM_meet.htm

Piedmont Pilgrimage

Layouts open 10-5 Saturday 11-5 Sunday

October 18th through November 29th.

<http://piedmontpilgrimage.com/>

Autumn Rails 2014

Oct 11 10:00 -5 Oct 12 12-3

Fletcher, NC, just outside of Asheville

www.fdr-ntrak.com/train-show/

Meet the officers of CSD

by Rusty Doss, Asst. Sup.

My name is Rusty Doss and I'm currently serving as the Assistant Superintendent of the Carolina Southern Division. In this series, I would like to introduce you to the officers of the CSD, I'll start with myself.



Like most of my generation, I started out with a Lionel train set. It was awesome and I still have most of it. My father was a finish carpenter and was very good with his hands and wood. Once he discovered that I had more than just a casual interest in trains, he went to work and built me a 4x8 foot double-decker train table, complete with storage drawers.

As I got older, I found HO and was blown away with the details that this scale offered. By this time I was around 13 years old, we had moved and the new property had a large work shop. My father and I used one end of the shop to build a large HO layout on two 4x8 foot tables that connected at one end of the shop by a 3x3 foot shelf. Again it was awesome! Long trains

running over a huge areas, plastic rail joiners allowed us to run one train on the main while a switcher spotted cars for classification in the yard, it gave both of us time together, that I will always treasure. But time marches on and when I turned 16 and got my driver's license, I discovered a part time job and girls and the trains got packed away. That was around 1983.

Fast forward to 2013. Thirty years later my oldest son got a job with the railroad. For his 23rd birthday his Grandfather gave him a box of "old train stuff". Mostly old TYCO locomotives and rolling stock, but still something to start with. He showed it to me on my next visit to his house and we started looking it over. Most pieces were in surprisingly good shape for their age. We started to test the locomotives and found a few pieces that didn't work, he offered these to me, to see if I could "get them running". I respectfully declined. My life was then very busy. Full time job, NRA Handgun Instructor, competitive shooter and reloader, "I have enough hobbies" I told him. Secretly I knew what would happen if I took one home to work on it, I would get hooked!

But no matter your children's ages, as a parent, you take what you can, to find common interest with your children and spend time with them, especially once they are grown and making a life for themselves. So I took a 2-8-0 home and put it on a shelf in my bench room. Weeks went by until I had time to look at it. When I did, after an hour or so, it started responding and running around an oval of track I set up. About the third time around, it started to smoke!! Fearing that it was about to catch fire, I snatched the cord out of the wall. The moment I got close, I could smell the smoke and realized, it had a smoke unit and was doing what it was suppose to do. At that moment, I was pulled back to my younger years. That smoke had triggered long ago memories of playing with trains with my father. I sat there a long moment and just treasured those memories.

By the time my wife came home, I had pulled all of my trains out of the attic and started to unbox them. The kitchen was a mess! I had run out of space in my bench room and started putting stuff in the kitchen! On counters, on the kitchen table, everywhere! To my delight, when she came home, she jumped right in. The rest of the

evening was spent sharing stories of time with my father, it was great.

Soon there after, I was on the internet, looking at YouTube videos, reading articles and trying to understand how DCC worked. After joining a few model railroad forums, I was invited out to Jack Parker's, MMR, P&W for an operations session. Wow! Talk about being a kid again! Never had I seen so many trains in one place, but these guys were running them with handheld remotes! How was that possible?!

As I continued to operate at Mr. Parker's, making friends and learning how the hobby had changed, I soon joined the NMRA and met more great and talented people. At the CSD picnic last year I met Rick Knight and was invited over for an ops session at his home layout. Again I was blown away! More great people, an awesome layout and fun times! With the help of lots of people, I was soon installing decoders and LEDs. I also learned how to use an airbrush and make decals.

Last Christmas I was invited to help operate with Alan Hardee and the Metrolina Model Railroaders at the Southern Christmas show. Again great people and an opportunity to learn more about this hobby. It was thrilling to see the wide eyes and smiles of the young people who came to the Christmas show and talk with the adults. A lot of them told me how they had come

to the show with their parents as children and remember the train layout more than anything else. Now that they are grown, they can bring their children and continue the tradition.

I can not complete this article without mentioning Andrew Stitt's Chessie System, Thomas Subdivision layout modeled in the 80's. I met Andrew at the same picnic that I met Rick Knight and immediately became close friends. Andrew is building a large layout and if you have not seen it, you need to. Construction is still in progress, but operations are fun!

I've since started a YouTube channel where I share what I've learned about installing decoders, LEDs, airbrushing and applying decals. I've always been one to help others whenever I can, so there was no hesitation when I was asked to fill in as Assist Superintendent when a vacancy occurred on the CSD board. These guys are great and I'm proud to be a part of the team.

In closing, that is how I got to where I am today. Where am I going in the future? Where is the hobby itself going? That is up to you. I would like to get more young people involved in the hobby so we can ensure it longevity for future generations. I'm going to do all that I can and I hope that you will too.

Streamliners at Spencer

May 29-June 1, 2014

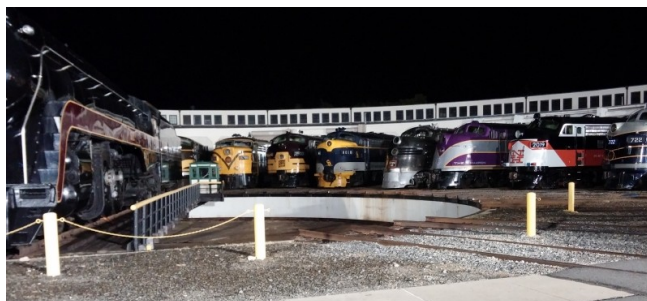
By Nancy Campbell

The Salisbury Post called it “three days of Rail Fan Nirvana.” The NC Transportation Museum, which was the sponsor, called it “a railfan extravaganza.” It, of course, is the Streamliners at Spencer event that took place in Spencer, NC at the end of May.

I had volunteered to assist with crowd control on May 29th, on the 3 PM to 11 PM shift. When the positions were announced, I found that I was to guard Ash Pit #3. When I arrived, I was issued a lime green “Staff” shirt and a meal voucher, and given directions to Ash Pit #3. This proved to be an excellent location, since the famed Bob Julian Roundhouse with its 37 stalls was in clear view, as well as the field where the locomotives were staged for photographers. It was also adjacent to the rest rooms, snack bar, and all the special cars that were available for viewing.



The roundhouse, left hand side.



The right hand side of the roundhouse

The main attraction, of course, was the locomotives – 26 of them, all freshly painted and washed and polished up. Each loco was placed on the roundtable in turn, as the centerpiece, and left there for enough time for all its fans to get a snapshot of it. The funniest one was watching them load old 611 on the turntable. It was really

close – only 6” to spare in front, 12” at the back. And because the 611 tends to roll a bit, they had to place special chains down to hold it in place.

Not all of the locos were operational. Some had to be pushed into place rather than rolling in on their own power, but each got its moment of glory in the spotlight.

I mentioned that each loco was freshly washed. I do mean freshly – the morning of the shoot. One of the bystanders mentioned that one of the men wielding a brush on the Union Pacific unit, was the president of the company!



Union Pacific No. 949 gets a bath

In addition to the roundhouse, there were photo opportunities along the sidings and at night. There was a schedule of when each loco would be posing where, so every railfan could capture his favorite.



Another Photo Op, this one at night

The NC Transportation Museum takes very good care of its volunteers. At dinner time, we were ushered into a nice air-conditioned Amtrak diner for a leisurely meal. Amtrak had provided its exhibit train for the event, specially painted to honor veterans because of the proximity to Memorial day. The NC DOT exhibit train was

there too, along with rail artist Andy Fletcher, and Norfolk Southern's official band, The Lawmen.

A variety of special cars were also open for public viewing. My favorite was Doris, a private car that provided a glimpse of pure luxury travel.



The sitting room in Doris, a private car



Hospital car



One of the mail cars on exhibit

The piece de resistance was the iconic Class J 611, known as the *Spirit of Roanoke*, which was the only steam engine in the lineup. This huge engine was already scheduled to come to Spencer for refurbishing. A special fundraising drive,

“Fire Up 611,” allowed the move to take place in time for Streamliners at Spencer.



The author is dwarfed by the huge 611

Another crowd favorite was the Nickel Plate Road No. 190, which is usually housed at the Oregon Rail Heritage Center in Portland. There are only two ALCO PA locomotives remaining in the United States. It's a real beauty!



Nickel Plate Road No. 190

There were a reported 10,000 attendees during the weekend, representing 41 states and the District of Columbia, as well as five foreign nations – Canada, Ecuador, Japan, England and Australia. This was the largest gathering of these historic locomotives on record – truly an event to remember!

CSD at Metrolina Train Show

June 21, 2014

By Jack Haynes

The Carolina Southern Division had its display at the Metrolina Train Show on June 21st. It included two Timesaver switching layouts, our promotion display board, an email sign up sheet and free magazine handouts. We were near the layouts at the back of the building, so we got pretty steady traffic.



CSD Display set up and ready for visitors



The CSD Promotion Board highlights some of our activities

Most of the Timesaver action was by younger attendees eager to run a train. There were few

other opportunities for that at the show. A couple kept coming back for another try. The full Timesaver puzzle includes five cars and requires some complex advanced planning to solve. To keep the interest level up and frustration down, we just put three cars on the layout for beginners. That was plenty complicated enough requiring a temporary move to get a car out of the way and a runaround move to learn about facing and trailing point sidings.



A young engineer gets some instruction to get started switching

It always makes my day to suddenly see a light go on in a kid's eyes as they catch on to a piece of the puzzle and feel the satisfaction of overcoming a challenge.

By the end of the day, we had several additions to our email list, talked with a couple dozen visitors about various aspects of the hobby, collected a few dollars in contributions, and got a couple dozen magazines into visitors hands that may further pique someone's interest in the hobby. Overall, a successful day. Next train show, come by the Division tables and spend some time promoting the hobby and meeting some nice people.

Maintenance Weekend at the P&W

By Rusty Doss

Maintenance is a great thing!

No matter the size of your layout or your club's, maintenance sessions are necessary. Sure, everyone loves to come to the operation's session, who in our hobby doesn't love to run a train or operate a yard?! Ops sessions help new people learn to operate, but maintenance sessions help people new to the hobby to learn new skills.

What? Maintenance is great? Working on stuff is fun? Sure! It is during these ops sessions that we as operators and layout owner's, learn what's wrong with the layout. It doesn't matter if the layout is still under construction or completed (if a layout can ever, be truly called complete).

But if your layout is to the point where trains can be operated, I strongly suggest you get some people over and start running trains. It is during these first ops sessions where you find what is working and what is not.

"Completed" layouts like The P&W Built by Jack Parker MMR is no exception to the rule. Time and operations take its toll on track, electrical, rolling stock and locomotives, just like on the real thing. It's during these maintenance sessions, that members come together with their own special skill set, to keep the layout in prime operational condition.

Last week the P&W has one of these sessions and it was awesome! Here's a break down of what got repaired:

Electrical:

The automatic reverser located under Ashford was removed. It was having problems probably because even though it was supposed to operate up to four reversing sections, there was shorting trouble at all three that were connected.

Track 8 in Ashford yard now works correctly as a reversing section controlled by the toggle switch in Ashford panel. Use of this track as a reversing loop means the yardmaster has one less yard track. Jack thinks that the local passenger arrival should arrive via this track and after discharging passengers it can proceed past the

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turntable and crossover to track 3 and back into the passenger before releasing the locomotive.



(left to right) Jack Parker MMR, Bob Johnson, John Shefte & Jim Thomas discuss operations without the reverser in Ashford

The dwarf signals for the double slip switch in Big Laurel station now work correctly and are switched by the toggle switch on the Big Laurel panel. The station tracks forming the twin tail tracks of the wye now work correctly.



Complex trackwork entering BigLaurel station

The reversing loop from Blue Ridge to Altamont now works controlled by toggles in the Blue Ridge and Altamont panels.



Tim Rumph is seen working on the electrical under Altamont.

Various switches in Blue Ridge were repaired.

The crossover between tracks 1 and 2 nearest the coal tipple in Ashford was repaired.

The powered crossover in Oak Hill was properly labeled. While it will throw both switches at the same time to normal, the operator must make contact with both screw heads to throw the switches one at a time to the crossover position.

Track work:



Big Laurel was used as a staging area for the supplies needed to widen the tunnel between the bridges above Little Valley. The tunnel contained a small section of 28" radius track, causing some locomotives to derail.



The track was re-laid and the tunnel portal was widened for clearance. The track has also been ballasted. Jack will probably install the tunnel liner and the side of the bench work.



Jim Thomas demonstrates how the tunnel liner will look once in place.

Locomotives and cars:

During this session, I focused on getting locomotives and rolling stock back into service. Nancy Campbell, Glen Romb and I worked on replacing missing or broken couplers. Most were body mounted, but with the old style snap together gear boxes. We decided to drill, tap and use a screw to mount the gear boxes to give the cars better performance.

For everyone who was at the P&W last weekend. Good job.



Historic Spencer Shops Train Show

Featuring speakers and a focus on the Class J 611 Steam Passenger Locomotive!

Aug 23 & 24, 2014

Saturday 9 - 5, Sunday 10 - 5




The Historic Spencer Shops Railroad Show features vendors with railroad memorabilia of all types - train dealers, models and model layouts, collectors, workshops & more!

Event Features:

Railroad Vendors Motor Car Rides
 Model Train Layouts - Z, N, HO, O, G Scale
 NCTM Passenger Train & Caboose Train



Special Features:



BaD Ship Models
 Warship Demos
 1/96th scale wood plank-on-frame warship models



Motor Car Rides
 from Red Springs &
 Northern Railroad
 Offered all day

Other Event Offerings

“Doris” & “Loretto” Rail Car Tours
 Cab Tours of the Fairbanks Morse #1860 Diesel Locomotive
 Restoration Tours of the Piedmont DC 3



This year's event will have a special focus on the visiting Class J 611 passenger locomotive, with speakers Preston Claytor, Project Manager for Fire Up 611! and Scott Lindsay, owner of Steam Operations Corporation and Project Leader of Fire Up 611!



Preston Claytor



Scott Lindsay



Other Featured Speakers:

Steven Little, author
 of “Tunnels,
 Nitro and Convicts”

Dale Diacont, retired
 CSX engineer and
 author of “Yesterday's
 Trains Across
 the Commonwealth”

The Division Brass

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Submissions For Brass Pounder

Next Issue Submission Date
October 2014 October 3, 2014

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

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