

# THE BRASS POUNDER



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

Volume 15 Number 3

July-August 2015

## Coming Events

(See CSD Website for  
further details)

### CSD Monthly Events:

Saturday, August 15th  
Layout Tours at The  
Railroad Club of Carolina  
Lakes

Saturday, Sept 19th  
CSD Annual Picnic & Clinic  
on Model Judging

Saturday, Oct 17th  
CSD sponsored Trip to  
Lionel's  
Corporate Hq.

Saturday, Nov 14th  
Annual Meeting & Swap  
Meet at Wade's Train Town

### Other Events:

Oct 9-11, 2015  
CSD sponsored semi-  
annual North Carolina Rail  
Ops Run

2015 NMRA National  
Convention  
August 23 - August 30,  
2015  
Portland OR  
<http://www.nmra2015portland.org/>

Delaware Valley Turn  
MER Convention  
Oct 22-25, 2015  
Mt. Laurel, NJ  
[http://mer-  
nmra.com/MERConv.html](http://mer-nmra.com/MERConv.html)

## Editor's Notes

By Fred Miller, MMR

Hello again from your **Brass Pounder** editor. Our Events Coordinator, Andrew Stitt, has arranged for some great events for our summer and fall model railroading enjoyment. The Coming Events column to the left briefly mentions the upcoming events, but check out both our Division website and later in this newsletter for more details.

You may want to take note of the following next major event up in Spencer:

## The 2015 Lincoln Funeral Train

*Featuring the Leviathan Locomotive at the  
N.C. Transportation Museum*

### Aug 28-30



May 3, 1865, a train draped in mourning pulled into Springfield, Ill., ending a journey that saw millions pay respect to the man whose earthly remains rode aboard. This summer, the replica Lincoln Funeral Train visits Spencer, N.C.

By the way, on a personal note, while you are up at Spencer the next time, take note of my Trolley Dioramas, recently moved from the Charlotte Trolley Museum up to Spencer.

In this issue we have a number of articles describing recent CSD and other model railroad activities. Enjoy!



# Setting up Modules at the Metrolina Rail Fair

By Nancy Campbell

I belong to the Concord Area Model Rail Road Club. We have monthly meetings, either at a member's home or at a railroad show. The meetings include a meal, and then we admire the host member's home layout. It's a great group! The members are scattered throughout the Piedmont area of North and South Carolina.



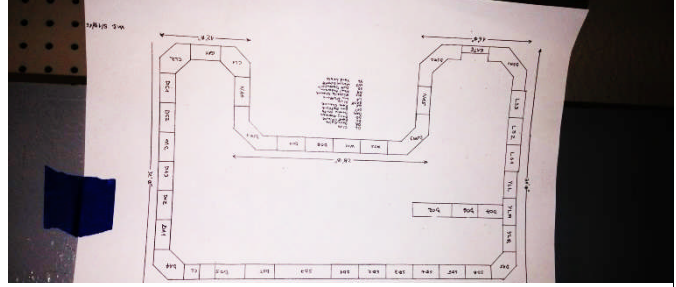
*CAMRRC members admire the host's layout*

Preparations for setting up the model rail road at a show begin months ahead. First, the members vote to decide which of the many shows we will participate in. Then, the members respond to a call for modules – will they bring one module? Five?

Once the members have committed to delivering and setting up modules for a show, and the total is known, someone has to draw up a Layout. The layout for the Metrolina Rail Fair contained 42 modules. Several are owned by the club – some corner units, a two-foot wide span to fill in gaps if needed, and several donated to the club when members moved or died. The rest are owned and stored by members of the club.

Bright and early on the day before the show begins, members begin to arrive in trucks and vans specially fitted out to carry multiple modules safely. Somebody has to haul all of those modules out of the trucks

and attach the legs and backdrops. Then the modules are positioned according to the Layout.

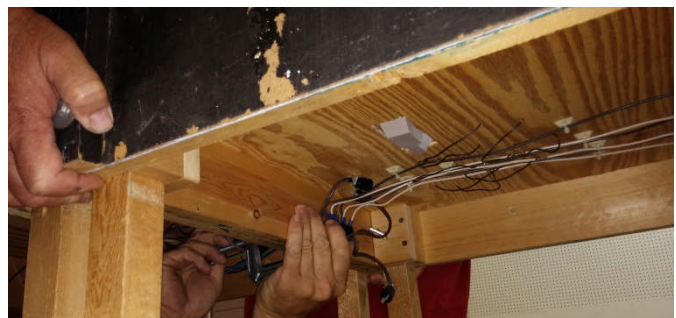


*A new layout is created for every show*



*These trailers are specially fitted out with "shelves" to transport the modules*

When all the modules are in place, they are leveled and clamped together. Then the electric wire connections are made by crawling under the modules and connecting the harnesses for the three tracks.



*The units are leveled and clamps are applied*

The tracks end three inches from the joint with the next module, so each track has a six inch gap where it adjoins the next module. A six-inch piece of track has to be inserted into each gap, and four Rail Joiners put in place. Let's see – 42 modules with

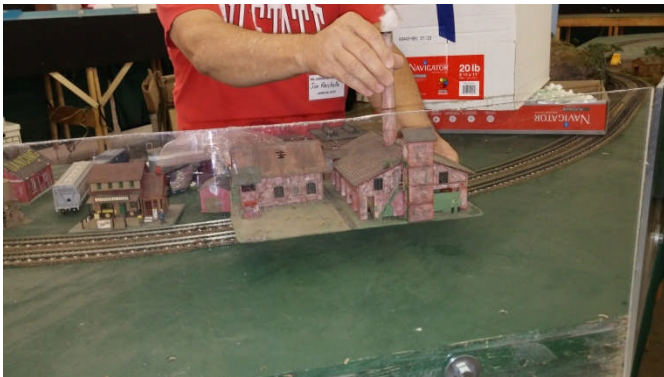
three (or more!) tracks each – that's a lot of Rail Joiners!



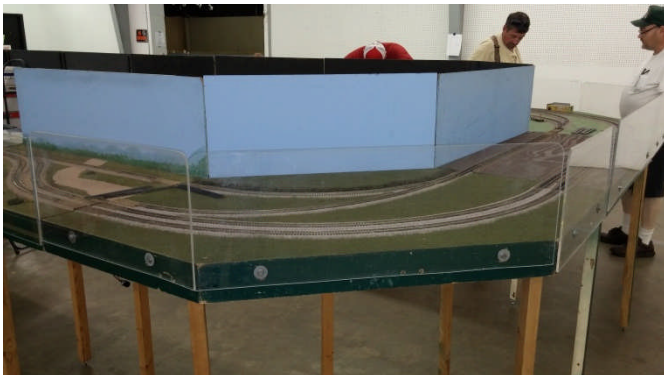
*The gaps between modules are carefully closed*

While all this is going on, another team is setting up the DCC controller station and testing it.

Once all the joining work is done, people begin to scenic the layout. One module becomes a farm, another industrial area, another a quaint town.



*Now the fun part – applying scenery!*



*Corner module before the scenery*



*Corner module dressed as a farm*

Then acrylic panels are installed to prevent sticky fingers from touching or even “acquiring” our equipment. When this is finished, members attach a skirt around the whole layout so that it looks attractive.



*Lyn Stafford and Sue Weddington mount an acrylic guard to their module*

And then we begin to play with trains! Several members have brought their favorite engines and cars, and proceed to run them around the tracks to test the hookups.

All of this does not happen by accident. When a member decides to construct a module, he is given a Specifications Sheet. The color of the background is dictated, as well as the color of the surface and front of the module. Track placement is specified – five inches from the front to the center of the first track, seven inches for the second track. Rail quality is important. CAMRRC uses code 100 rail for tracks and turnouts. When

a new module is ready, it must be tested with existing modules.

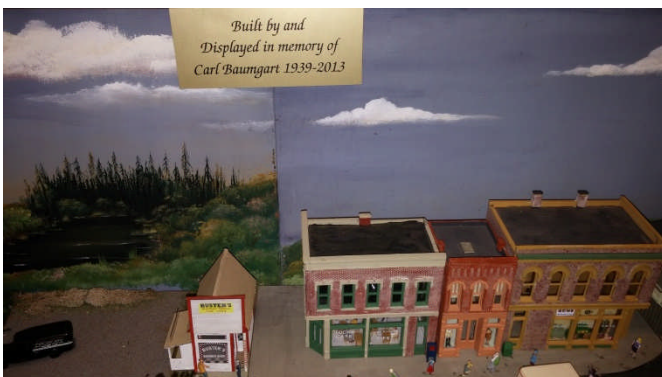
After the one (or two) day show, the modules are disassembled and put back into the trucks and vans for transport back home. All in all, not a bad way to spend your weekend!



*One of the modules*



*Another module*



*Carl Baumgart's module with memorial plaque*

## Division Website: [www.carolinasouthern.org](http://www.carolinasouthern.org)

### Learning About Time Table and Train Order Operation

By Jack Haynes

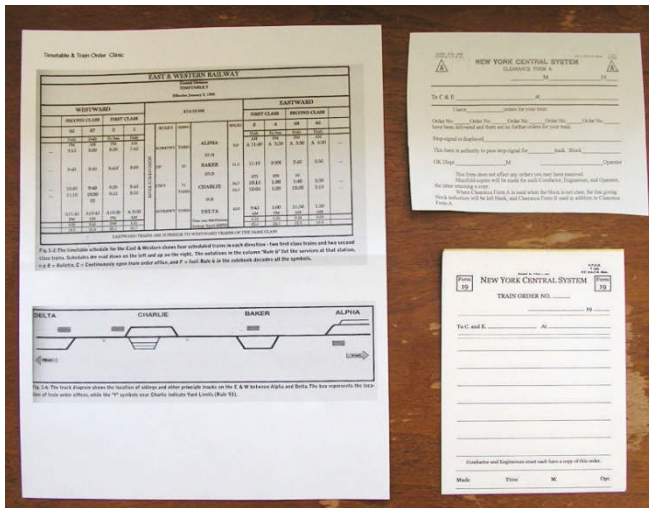
The May Division meeting was hosted by Seth Gartner. We got to tour his excellent layout, had an education session on the basics of TT&TO operations, and then practiced what we learned by operating trains on his layout.

*Seth explains the basics of Time Table and Train Order to the group, assisted by Larry Keller*



Seth first led a discussion of the principles involved in TT&TO operations. Key to making it work are the proper documents. Yes, there is paperwork, but that is just what the prototype railroads used and depended on.

Once the conductor/engineer has the full set of documents for his train, he operates semi-autonomously. Within the constraints of the time table, operating rules, and his set of orders for the day, the engineer knows where he can go and when he can go there. The scheme puts more responsibility on the train crew to know what they are doing and creates less involvement with the dispatcher.



The dispatcher does enter the picture if the initial situation that existed when the train departed changes. He must then issue additional orders (Form 19) that are passed to the crew at their present or next station.

*Seth explains an example of how an engineer would use the documents to decide what to do.*



With the overview completed and questions answered, we all moved to the layout where Seth walked through a few situations that a train crew might have to deal with and how the time table, Forms, and rules would tell them what to do.

Then we were each assigned a train, given a stack of paper, and sent on our way. Obviously, TT&TO requires a clock so the time table can be followed and Seth has a fast clock with a couple of large digital displays so crews know what time it is.

With a couple of passenger trains running by the schedule, we had to pay attention to the clock to know when we could use the main and when we had to find a siding to get clear.

Seth and Larry wandered around offering tips and information to help keep us on track. Although it was run as a regular op session, there was time available to stop and think things through and get an explanation when we had questions or just plain got lost. We all understood that we were learning together. Exchanging information with other operators added to the learning experience because we could see how our orders meshed with theirs, or

*The clock is ticking as Dave and Michelle Chance get their trains ready to go and figure out their orders.*



how to deal with a situation that didn't come

*Andrew wasn't the only one scratching his head as we tried to run our trains through the layout.*



up with our train  
One thing Tim learned was that he should

get his hands in better condition because the Dispatcher does a lot of writing. Any time there was an order to issue, he had to write down a copy for each engineer affected. He issued the orders by delivering them to stations where the engineers could pick them up when they arrived. If he was really busy, someone might help him out by doing the delivery for him.

*Did I mention paperwork? Dispatcher Tim Rumpf fills out Form 19's to change the instructions for some trains, while Roy Becker watches and waits to deliver them.*



*Back on the layout, things have been cleared up and trains are moving again.*



Overall it was an enjoyable and informative day. I learned a lot while having fun with some fellow modelers. On behalf of the Division, I thank Seth for hosting us and using his layout to let us practice.

### Submissions For Brass Pounder

Next Issue      Submission Date  
Sept 2015      August 30, 2015

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

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### Report on Andrew Stitt's CSD Clinic By Fred Miller, MMR

At the June 20<sup>th</sup> CSD Monthly Meeting, Andrew Stitt conducted a very informative clinic on his techniques for building "Removable Loads" for his rolling stock



Andrew "wows" his audience with demos

Andrew was kind enough to supply his presentation notes for that clinic and those are included as an article in this BP.



*Members and visitors watch Andrew's demo*



*Andrew lays out the materials*



## Removable Loads

by Andrew Stitt

The process for making removable loads begins with selecting the type of load to be produced. For this demonstration, we are choosing to make coal loads, or sand loads for hopper cars or gondolas, and wood chip loads for wood chip cars. The materials

needed to complete the project are listed on the last page of this hand out.

The first step is to measure the interior dimensions of the car for which the load is to be built. These dimensions vary depending on the car model being used. I have used several types of base material. I prefer 1/4" thick Luan plywood for its dimensional stability, but have also successfully used 1/8" hardboard and foam board. As you prepare the base, make sure that it is easily removable from the car. This may involve some sanding and fitting at either end and for side gussets.

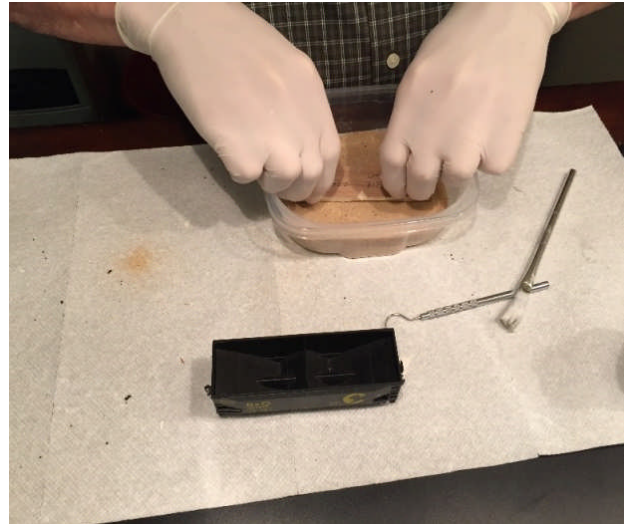


Once the base has been fitted to the car, clean the top surface and apply the ready mixed spackle. I prefer the material that is pink then dries to white. Going to the next step without cured spackle will deliver unsatisfactory results. I allow 24 hours (or more) for this curing stage. When the spackle is cured, take a flexible sanding block and clean all of the edges and surface the profile to its desired shape. Finally, I spray paint the base with a color

appropriate to the load to be applied.

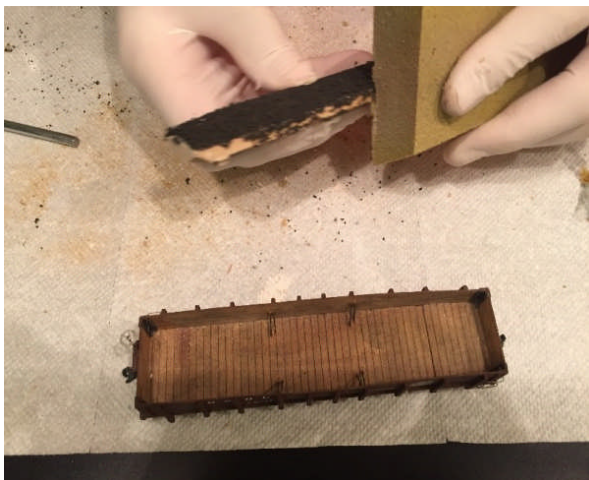


When the base has dried and is ready to be coated, I use a disposable acid brush and coat the entire surface with white glue. Then take this prepared surface and roll it in a container of the topcoat (coal, sand, sawdust). If the material does not completely cover the surface, gently press additional material on to those areas that need attention. At this point, place the load aside for at least 24 hours for the glue to completely cure.

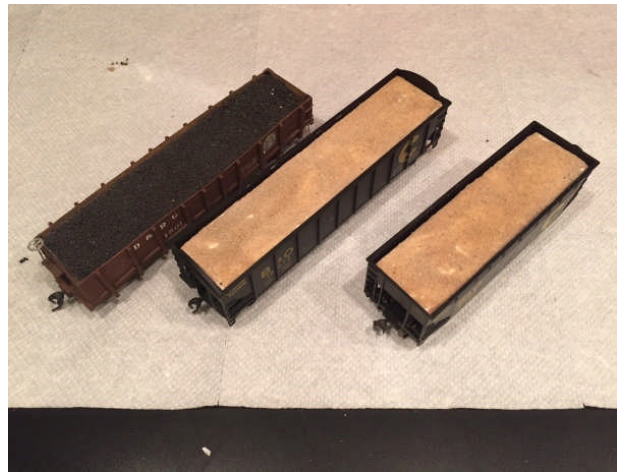


After the glue has had time to dry, it will be necessary to go back with the sand block and sand excess material from the sides making sure to easily refit the load to the car. Once this is done, it is time to repaint the surface on coal and sand loads to hide any damage that might have occurred during the edge sanding process. Additionally, I have found that painting the coated surface of coal loads and sand loads with another light layer of the base coat paint improves the look. Without this, coal loads tend to look dull and gray and sand loads look washed out. For woodchip loads, I spray on a coating of hairspray to help keep everything intact.





As a final step, I number the bottoms of these loads as many of them are made to fit specific cars



#### Materials Needed

- Base material-thin plywood, hard-board or foam core
- Premixed spackle and spatula
- White glue
- Disposable brush
- Material to be the top coat-coal, sand, sawdust (wood chips) dirt, etc.
- Flexible medium grit sanding block
- Spray paint appropriate to the load



#### Notes from Andrew Stitt Events Coordinator

The Carolina Southern Division has a variety of programs planned for the upcoming months.

In August, the Division will travel to *The Railroad Club of Carolina Lakes*. After a presentation by our hosts, we will have lunch in the clubhouse, and follow that with a tour of several members' layouts.

September will bring members of the Division together for the annual picnic. A clinic on model judging by AP Chairman Dave Chance is anticipated following the meal.

October will be a big month of activity for the Division. First, on Columbus Day

weekend (the second weekend of the month), the Division will sponsor the semi-annual North Carolina Rail Run. While plans are still in the works and details to be announced, a number of layouts from within the Division area are expected to be open for operating sessions.

The following Saturday, the 17th, Lionel will host members of the Division, as well as other NMRA members who wish to attend, for tours of their corporate headquarters in Charlotte. The tour will include their archive rooms, engineering and product development, and publication departments.

We will close out the event calendar in November with the Annual Meeting and Swap Meet at Brookford Wade's Train Town in Hickory.

So, please keep checking the CSD website calendar for updates and reservation information, and mark your calendars for the many CSD events upcoming for the remainder of 2015

**Division Website:**  
[www.carolinasouthern.org](http://www.carolinasouthern.org)

### RAIL OPS WEEKEND 2015:

The Carolina Southern Division will be hosting our popular "Rail Ops Weekend" October 9-11, 2015, in Charlotte and the surrounding area. The event will kick off on Friday and will run Saturday and Sunday, featuring opportunities to run trains on several local model railroads.

The owners of the layouts to be featured consider prototype operations to be some of the most fun and challenging of activities in the model railroad hobby. Participants will have the chance to operate trains following the practices of real railroads. There will be

opportunities for dispatchers, yardmasters, and train crews to coordinate and move the traffic across these railroads.

"Rail Ops Weekend" is for anyone who has an interest in realistic operations. Beginners to experienced veterans of operations are welcome to attend.

We are currently putting together a schedule for the event. If you have a layout that is open for operations, we would love to have you on our schedule.

Please contact Marcus Neubacher ([kntower@carolina.rr.com](mailto:kntower@carolina.rr.com)) if you are willing to open your railroad to guests.

More details will follow.



### A note from Gil Brauch Brookford Project Manager

The new air conditioner (with supplemental heat) arrived and was installed with the help of Rich Starnes and Wade Lee (sons-in-law). The unit seems to work OK. We will know more and give a complete report after a full test in the coming Saturday open houses.

Cost was \$439 and paid for from cash donations on hand.

[traintown@carolinasouthern.org](mailto:traintown@carolinasouthern.org)



### 12th Carolina Rail Fair-Train Show by Fred Miller, MMR

Our Division again participated in the Carolina Rail Fair & Train Show at Metrolina Expo Center, June 20<sup>th</sup>. The Division set up its updated display board and two of its

## Division Brass

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Asst. Superintendent  
Clerk  
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 Gil Brauch  
 Fred Miller  
 Andrew Stitt  
 TBD  
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Timesaver layouts. Thanks to Jack Haynes for bearing the brunt of setting up and manning the Division's booth



*The TimeSaver's always get a good work out*

The show seemed to be well attended by visitors, venders and club modular layouts. Club modular layouts from N-Scale to S and O-Hi-Rail were set up for the visitor's enjoyment.



*The literature and free mags attract attention*

