

THE BRASS POUNDER



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

Volume 18 Number 6

August 2018

START PLANNING

As previously announced, CSD will host the MER Convention in 2020 ! Stay tuned for details as Convention Committees are formed and planning starts. A BIG THANKS to Neal Anderson for stepping up as the Convention Co-Chairman. Get ready to help Neal and CSD make it a great convention.

Division Coming Events

(See CSD Website for further details)

**CSD August
Monthly Meeting
Saturday Aug 18th
9:30am - 10:30am**

NC Transportation Museum

1 Samuel Spencer Dr
Spencer, NC 28159

Meeting will be followed by a guided tour of the museum.

There's also the possibility of a tour of Marcus Neubacher's N scale Layout after the museum tour

Superintendent's Corner

By Alan Hardee

It's August so it must be time for another museum visit. Last August, we visited the Southeastern Narrow Gauge Museum in Newton. This month, we will visit the North Carolina Transportation Museum in Spencer, NC. A regular meeting will be held Saturday, August 18th from 9:30 – 10:30 in the conference room of the Master Mechanics Office. At 11:00 we will meet in the Roundhouse Orientation Room for a guided tour of the facility. I am still working out the details, but we might get to visit Marcus Neubacher's N scale Charleston, Roanoke & Eastern Railway layout after the tour.

Thanks to Neal Anderson for hosting the July meeting and operating session on his KK&L Railroad. Everyone seemed to enjoy his new simplified operating scheme without car numbers. Congratulations to everyone that received AP certificates. See inside this issue for a complete list.

Several important issues – Roy has suggested that we start looking for another central location for our monthly meetings. Everyone bring your suggestions for discussions. We are still in desperate need of a Program Director to help plan our monthly activities. Please consider how you can give back. Make plans to attend the annual picnic in September at Jack Parkers.

UPCOMING AREA TRAIN EVENTS

**Columbia Model Train
Show
October 13, 2018
[Columbia, SC](#)**

**Neuse River Valley
Model Railroad Club
Train Show
November 3-4, 2018
[Raleigh, NC](#)**

Editor's Notes

By Ed Gumphrey

Thank you for continuing to send me material for our newsletter. If you have ideas for articles or features, please email me editor@carolinasouthern.org and we'll work together to get your efforts published. Have you developed a different technique in building your layout? How about getting your layout featured in *The Brass Pounder* for other CSD members to enjoy? Share your latest scratch-building or kit-bashing efforts? I welcome your input for articles and will gladly work with you if you want.

For the benefit of those participating in the Achievement Program, I am tracking authorship submissions to be able to provide you with data on your articles to ease your preparation of paperwork for *Model Railroad Author*.

In this issue you'll see news on our July meeting and operating session at Neal Anderson's home. Thanks again to Neal for Hosting the Division meeting. Please note Michele Chance's fundraising effort to help the MER fix the hole in the budget caused by the overwhelming Rail Pass enrollments last January.

As the Achievement Program updates show, a lot of CSD members are continuing their progress toward becoming Master Model Railroaders. There's also a nice primer from Neal Anderson about the Golden Spike Award – a great way to start your AP journey.

There's a layout visit featuring Glen Romb's railroad with photos from my visit to his house in Sharon, SC. As I've said before, if you'd like a feature on your railroad, contact me and I'll set up a schedule to come visit you. Finally, there are continuing updates from Tim Rumph on his Southern S-Line and from Ed Smith on his Erie Delaware Division. As this issue is published, Ed is at the NMRA 2018 National Convention in Kansas City. Ed promised an article about the convention for next month.

SUBMISSION GUIDELINES

I target the 1st of each month for publication. Please submit articles for publication by the 27th of each month.

The preferred format is MS Word, but I can convert most other formats.

For questions and help, email me at editor@carolinasouthern.org

DIVISION AND REGIONAL NEWS

By Ed Gumphrey



MID EAST REGION CONVENTION

Rockville, MD

October 4-7, 2018

[INFORMATION](#)

As Alan Hardee mentioned in *Superintendent's Corner*, CSD's August monthly meeting will be held at the North Carolina Transportation Museum in Spencer. The meeting will be Saturday, August 18th from 9:30 – 10:30 am. After the meeting, we'll have a guided tour of the facilities at Spencer. As of publication, Alan is working on also arranging a possible layout tour of Marcus Neubacher's N scale Layout after the museum tour. As an added bonus for making the drive to Spencer, [Little Choo Choo Shop](#) is right across the street from the Spencer museum, so you can do some browsing and shopping after the meeting.

Meeting Notes

By Ed Gumphrey

CSD's monthly meeting for July was held at the home of Neal Anderson. Our thanks to Neal for hosting the 19 CSD members who attended. We were also joined by Ken Montero from the James River Division (and also a Director for MER) who was facilitating delivery of items sold from an estate. Most of the meeting centered on discussion of convention planning and presentation of awards. Here are some bullet points on the major topics:

- Superintendent Alan Hardee again thanked Neal Anderson for volunteering to be a Co-Chair for Convention planning. Since nobody else has stepped up to help yet, there were some chuckles about Neal being a solo co-chairman.
- Neal Anderson presented some ideas for naming the convention. Following up from the June meeting, many of the suggestions include a play on words regarding 20-20 vision, but emphasis on CSD is also emerging. Following the meeting, Neal sent me suggestions he

has received so far, and he will be tracking submissions. See his write-up below the *Achievement Program* section below. At some point there will be a popular vote to determine our official title.

- Michele Chance, in her role as a Director for MER, presented information about a fundraiser for the MER. This is a targeted effort to help the MER recover from the budget-busting influx of Rail Pass members in January. CSD had over twice as many Rail Pass members sign up than were anticipated, which punched a pretty big hole in the budget. Michele is coordinating ordering and production of gray tee shirts that highlight both the MER and CSD. She pointed out that although \$15.00 might seem a little pricey for a tee shirt, roughly half of that becomes a direct donation to the MER. About ten members signed up during the meeting. Fortunately, Michele still has time to take orders. See the additional information below.



Worthwhile Shirt Project

Have you ever had to explain to a vendor, building owner for a meeting, or multiple people you encounter, the relationship of Mid-Eastern Region and Carolina Southern Division? Sometimes a picture is worth a thousand words. Picture this on your gray T-shirt.

Mid-Eastern Region Carolina Southern Division

I have for sale T shirts with that script on it. My project started so the MER could rebalance the budget. We allotted money for Rail-Pass and exceeded our budget in January. I have been authorized to take orders and then with that commitment, order product to make a profit for the purpose of balancing the budget. As Ed mentioned above, the shirts are \$15.00 each, with about half of that going to the MER.

If you have missed the initial order request please get your order in to me and I will be glad to supply you with a shirt or two, or ten if you so desire. All I need is your T-shirt size, and your name.

Email Michele Chance at Michelejc@carolina.rr.com or

Mail to Michele Chance, 5884 Circlewood Drive, Kannapolis, NC 28081



Getting back on track about the July meeting.....

After the meeting discussion, Neal invited us all to operate on his railroad. To make things easier for those new to operations, Neal employed a simplified car card and waybill system that didn't use specific car numbers. Operators were able to choose running a through train, doing some switching, performing hostler duties, acting as yardmasters, and, of course the main dispatcher. We enjoyed almost three hours of operations after which about half gathered for lunch at Randy's Barbeque in Troutman. As Neal notes in his Achievement Program update below, it was a great opportunity for the operators to add some time working toward an Achievement Certificate for Chief Dispatcher. Here are a few photos of the session. I also encourage you to check out Neal's [KK&L Railroad](#) website, especially the video tour of the entire layout.



Dispatcher Dave Thrans writes train orders to start the operating session.



Busy activity at Georgetown Yard



Joe Skorch watches carefully as his train enters the gauntlet track.



Yardmaster Gil Brauch sets a turnout to clear a train into Sharonville yard.



Mike Long keeps a steady hand as his through freight passes the back side of Mooney Steel.



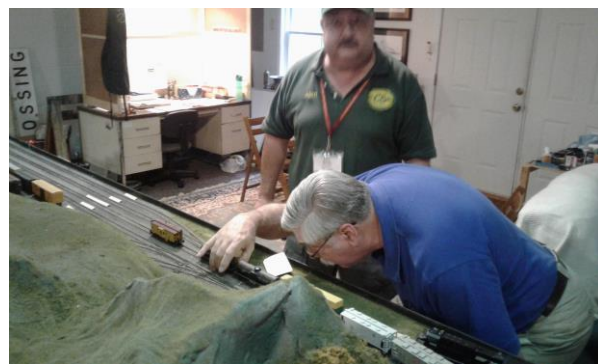
Henry Reeves guides the engineer in a coupling operation.



Bob Halsey chats as engineer Jack Monette runs his Pennsy passenger train.



Engineer Mike Long and Conductor Ed Gumphrey operate through Second Chance.
Photo by Neal Anderson



The proverbial 0-5-0 switcher saves the day at Georgetown Yard.
Photo by Neal Anderson



Enjoying great Barbeque at Randy's. If you leave there hungry, it's your own fault!
Photo by Neal Anderson

Achievement Program Update

Information provided by Dave Chance and Neal Anderson, CSD AP Co-Chairs

At the July CSD meeting, Dave Chance and Neal Anderson made numerous presentations.

- Jack Monette, MMR, was formally presented with his plaque and framed Certificate for Master Model Railroader.
- Alan Hardee received his AP Certificate for Association Volunteer.
- Gil Brauch received his AP Certificate for Master Builder, Structures.
- Joe Skorch started his AP journey with the presentation of his Golden Spike Award.
- Neal Anderson received two Merit Awards for scratchbuilt cars, one in 7 ½ " gauge and one in HO Scale.

Progress is continuing for other awards. Among others, Gil Brauch is working on his final locomotive for Master Builder Motive Power.





Joe Skorch receives his Golden Spike Award.



Neal Anderson receives Merit Awards for two scratchbuilt cars.

Please continue to let Neal Anderson know what AP goals you are working toward. Send him an email or give him a call.

kkrrailroad@yahoo.com 704-775-2830

A Primer on the NMRA [Achievement Program](#)

By Neal Anderson, CSD AP Co-Chair

Looking at the list of members that have been working on their AP Awards or thinking about those just not taking the time to start. I would like to help you out and get your AP Awards started.

We had a run session at my house and many of you took advantage of using that time to add time to Chief Dispatcher. Great work

We have several people who have written articles for *The Brass Pounder*. All you have to do is document them on a SOQ form for credit toward Model Railroad Author.

We have members that have been working in other areas as well, but just need a little help with the paper work.

As for the members that do not have a Golden Spike, it's a great way to start. Here are some directions to help you.



Neal Anderson, AP Co-Chair received Five AP Awards, presented during RMU last year.

Golden Spike

1. **Rolling Stock** : Display six (6) units of rolling stock (Scratchbuilt, craftsman, or detailed commercial kits). Notice that the requirement is to "display" them.
2. **Model Railroading Setting** : Construct a minimum of eight (8) square feet of layout. A typical module is 4 feet by 2 feet, and would easily satisfy this requirement. Construct five (5) structures (scratchbuilt, craftsman, or detailed and commercial kits). These structures may be separate, or one or more of them may be part of a single scene.
3. **Engineering** :Three (3) types of trackage are required (turnout, crossing, etc.). All must be properly ballasted and installed on proper roadbed. All installed trackage must be properly wired so that two trains can be operated simultaneously. Provide one additional electrical feature such as powered turnouts, signaling, turnout indication, lighted buildings, etc.

One other thing to remember: Not all of these requirements need to be met on the same layout (or piece of layout). They don't even need to be met in the same scale! If you want to build G scale rolling stock, an N scale Model Railroad setting, and an HO scale layout for trackage and wiring, go ahead.

What's in a Name?

By Neal Anderson

We are looking for a name for the MER Convention in 2020 that CSD is hosting. This is a good start. Keep it up and I will try to keep it on track.

1. Vision 20/20 at Queen City Railways
2. Diamond Crossing 2020
3. Railway Junction 2020
4. Diamond Junction 2020
5. Southern Seaboard Spectacle 2020
6. Carolina Crossing 2020
7. 20/20 Vision of the Carolina Junction

Seth Gartner, is using Charlotte too pretentious to those outside the city? It does give a concrete location. If so, Carolina would be next best in my mind. Lastly would be Piedmont.

Words like junction, crossing, or connection always work for our railroad theme. We could also consider timetable. Then mix and match your leading words...

Timetable to Charlotte
Timetable to Carolina
Charlotte Junction
Carolina Junction

One other more tongue in cheekPhoenix? Ouch...

Please continue to let Neal Anderson know your thoughts for a name. Send him an email or give him a call.

kkrailroad@yahoo.com 704-775-2830



One of my earliest layout visits was to Glen Romb's home in Sharon, SC. Although Glen has been an occasional participant in operating sessions on Jack Parker's layout, he hadn't been able to attend any of the monthly meetings since I started last year, so I hadn't met him yet. Responding to his invitation to feature a layout tour in our newsletter, I spent a couple of very enjoyable hours getting to know Glen and getting some photos of his layout. Below is his discussion about the evolution of his railroad. Although fully operational, like with all of us, it's never "finished"

A Layout Introduction

By Glen Romb



My name is Glen Romb and I have been into model trains since I was a teenager. I had a 4x8 sheet of plywood for my first train layout. Being from a town west of Chicago, I decided to get all the railroads that would come to Chicago. I started buying C&NW locomotives, then added Chicago and Great Western, UP and Illinois Central. Then in 2006 I started to build a 12' x 16' building to house a layout.

I made a list of things to have on the layout. It took a while to build the buildings due to finances and kids. I started somewhere around 2007 building the layout. I found a layout design that looked pretty interesting in the April 2001 issue of Model Railroader magazine. It was a layout of what can be done in a 8' x 10' room with a couple of other options for a larger room. I guess you can consider me a freelance person. My layout doesn't have any towns or locations of real life areas. The only thing that is close to the real location is Provisor yard which consists of 6 tracks which I have split into 3 for going west and 3 for going east. I have a total of 18 industries on the layout. The layout is 12' x 16' around the walls with a peninsula that is a 4' x 8' area. I have a 2 track staging yard for off the layout locations which is under one side of the peninsula. The other side has 2 tracks which I call the blackout pit for the 70 ton covered hoppers that I use for Medusa

Cement. The one side of the room has a 2' aisle at the end of the peninsula is a 27" aisle. and where the door is there is a 3' aisle. I have a dropdown bridge that goes across the door so I can go around the room when I am running trains.

I use the car card system for operations with 2 cards for a lot of the rolling stock so that gives me 8 moves instead of 4. Control is by DCC. My yard has lights and a lot of the industries have lights in them. Although I don't do night operations, I have lights in the parking areas of some of the industries and lights for the roads for the towns. Some of the industries are named after some of the grandchildren. Most of the turnouts are hand-thrown except for 2 turnouts and the 3-way turnouts in the yard which I use the Tortoise machines for those turnouts. All the track and most of the turnouts are code 100 except for the curved turnouts and the double crossover. The layout height is 48".

With the railroad operational, my focus now is on adding additional details, refining some of the earliest work, and tweaking my operations scheme. Enjoy the photos.



An overview of the central peninsula. The cutout in the front of the fascia allows access to the "blackout pit" for hoppers underneath Medusa Cement.



An overview of the peninsula from the back side. The cutout fascia shows part of the hidden staging tracks.



Provisor Yard is a modification of the real name of Proviso Yard on the C&NW.



C&NW Motive Power predominates on the railroad, but there are also units from CGN, UP and IC.



CNW 1122 Pulls a short cut of cards out of Provisor Yard.



The oil storage facility awaits the arrival of the next local freight.



River City Textiles sees a lot of action along the main line.



Extra 5502 eases along the under restricted speed as the main line snakes between industries.



A panoramic view of industries on the central peninsula.



Provisor Yard is the main spot for action.



My Southern S-line Part 4

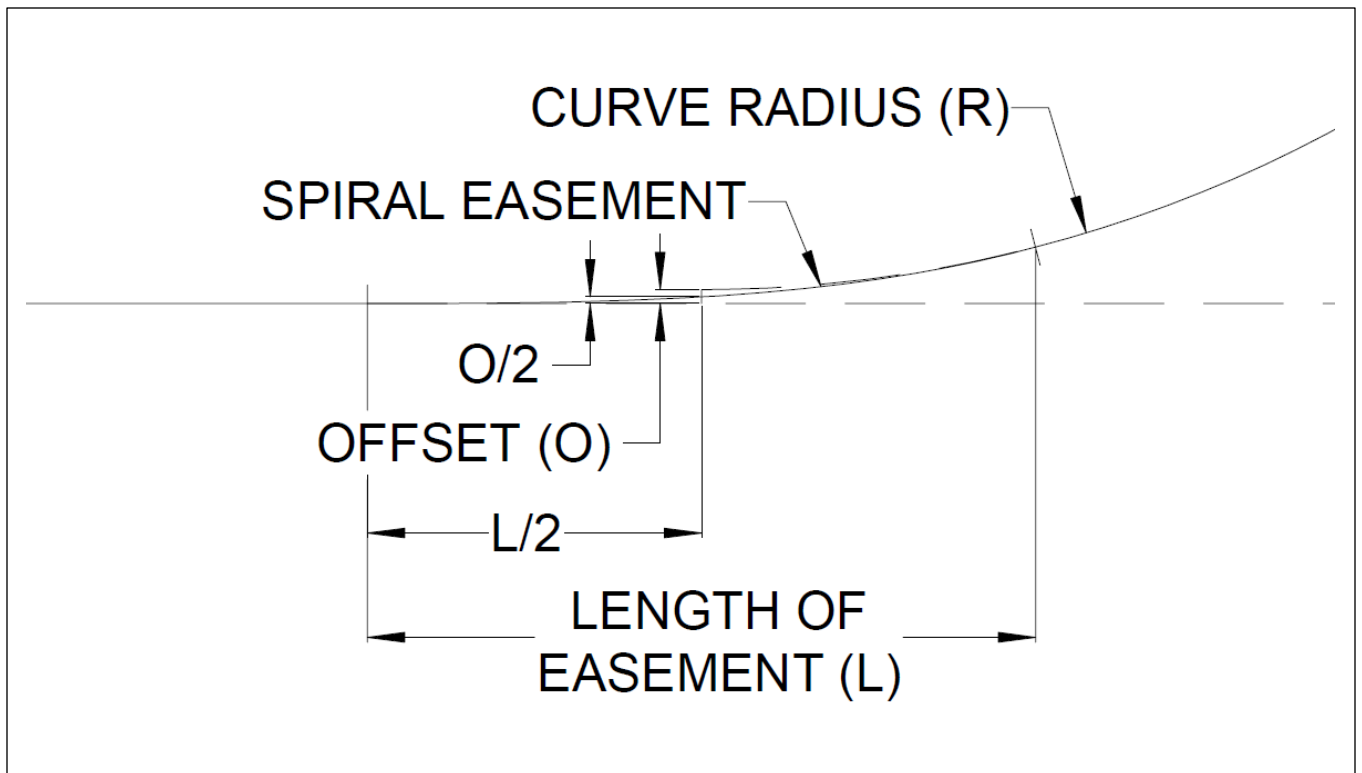
By Tim Rumph



Northern part of Newton

Here is a photo of the northern part of Newton for my layout. Since it has gotten hot outside, I've moved some of the construction process into the train room, which is more comfortable than the garage at this time of year. The inside track on the large curve is the S-Line main track. The Southern had a horseshoe curve in Newton, which is still used by Norfolk Southern. It had a speed limit of 15 mph for all trains. The outer track is the Newton Siding, which is not listed as a siding in the 1974 employee timetable, being too short. To the right is the three track Newton yard and there are a few spurs.

Since I now have a significant main line curve, it seems to be a good time to discuss spiral easements. Spiral easements are used by railroad and highway engineers to gradually lead into a curve rather than starting a curve with a sudden jerk from a straight (tangent) line to the curve radius. On a model railroad, in addition to looking nice, it also reduces coupler mis-alignment. This was discussed in John Armstrong's track planning book, and spiral easements are discussed in the [NMRA datasheets](#). The link takes you to the login page. These are available to NMRA members by logging into the NMRA site. Data sheets D3b.1, 2, and 3 give an in depth look at this topic.



This diagram shows a spiral easement. There are three key dimensions required to lay out this easement:

- 1 - the radius of the curve (R)
- 2 - the length of the easement (L)
- 3 - the offset between the curve and the tangent track (O).

The offset is required to provide room for the easement between the tangent track and the curved track. In most cases, the radius and the length of the easement are chosen, and the offset is calculated according to this equation:

$$O = \frac{L^2}{24R}$$

The length of the easement should be longer than your longest car. For my layout, I have a minimum mainline radius of 18 inches, and have chosen an easement length of 9 inches. This is plenty long enough, and also makes the numbers come out even, with an offset of 3/16 inches. To lay this out, swing the radius so that the distance between the curve and the tangent line is O. Now mark three points, the start of the easement is one half the length before the offset point. The end of the easement is one half the length past the offset point. Finally, mark the point equal to O/2 at the offset point. You can now use the bent stick method to layout the easement, making sure that the stick is straight along the tangent line, and matches the curve beyond the easement. In my case, my “stick” is the Homobed that I use for roadbed. In the parts of the layout where I use spline roadbed, the spline will be the bent stick.

That’s the basics. Next month we’ll discuss fitting a spiral easement into a track where the offset is fixed.



Erie Railroad Delaware Division FRAMING THE SCENE

By Ed Smith

There are many facets in model railroading, some more tedious than others and some highly entertaining. All can be very rewarding when completed. As I build my dream layout, I find that I really enjoy recreating scenes that actually exist from the areas I am modeling. Not only the personal gratification when done, but also the time spent in peaceful solitude as I work on it, I find very enjoyable. This is why I have spent a lot of time

preparing the layout for viewing upon completion. I call it “framing the scene.”

I started early with a large empty room, open drop ceiling grid, and temporary lighting. Using blue painter’s tape, I laid the railroad out on the floor, from the plans I had drawn. (Figure 1) Now, I installed aisle lights, using 14 watt compact fluorescent flood lights. These have the equivalent of 65 watts each, but at a far less amperage draw. I needed just one 15 amp, 110 vac circuit for the 31 lights. They are divided into 3 switched sections. These lights allowed me to fill in the drop ceiling and have plenty of light to build the skeletal infrastructure. (Figure 2) I left the temporary lights in the 2’ void above the ceiling for future use, if necessary.

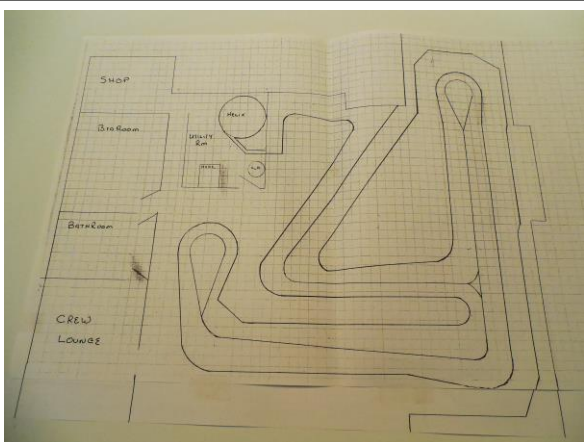


Figure 1 – the track plan sketch was used a guide to lay out painter’s tape on the floor to guide installation of lights.



Figure 2 – The skeletal infrastructure follows the contours of the track plan layout.

Next, I added the upper and lower level backdrops. They are made from 4’ x 8’ 1/8” Masonite. Three feet in width for the upper level and the remaining 1 foot piece for the lower level (Figures 3 & 4 on top of the next page). Countersunk and screwed into the 1x4 supports, these were left to be finished later.



Figure 3 – Backdrops of 1/8" Masonite.

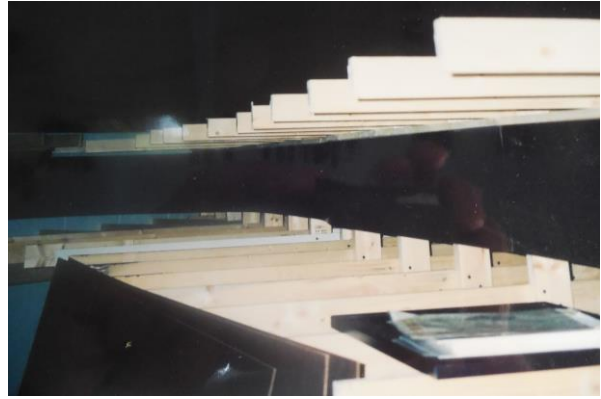


Figure 4 – The 12" strips of Masonite were used for the lower level backdrop, minimizing waste.

Now, with the backdrops installed, the aisle lighting was blocked and visibility hindered. So now was a good time to install the valence lighting. The first decision was: what type of light? I experimented with several types and decided on 13 watt CFLs. There were several reasons. Incandescent lamps produce too much heat, use too much amperage, and are being phased out of production. I needed many lights, 78 on each level, so CFLs were a no-brainer. Two 15 amp breakers, divided into two sections, upper and lower, with 4 switched sections on each level. With all lights on, each level draws 11 amps.

I have the luxury of being a retired electrician. So, installing the conduit, clamps, fixtures and wiring to the switches came easily. The upper level lights and conduit are attached to the ceiling grid near the front of the level. The conduit follows the contour of the layout, with lights at 4' intervals. (Figure 5) The upper fascia will be hung from the ceiling, right next to the lights, but not until the end of the project. The lower lights were installed all the way in the back of the scene, next to the backdrop. (Figure 6) Once again, these follow the contour of the railroad. Once installed, I had plenty of light to continue. (Figure 7) The drawback with CFLs is the short time lag to attain full brilliance.



Figure 5 – The lighting conduit installation follows layout contours.



Figure 6 – Lighting for the lower level were installed in the back of the scene.



Figure 7 – With lights installed, there was plenty of light to continue construction.

Also, now these CFLs may be phased out in favor of LEDs. I bought extra. Time will tell. This lighting may not be suitable for photography, but this isn't of real importance as of now.

With the light installed, I finished the backdrops. All screw holes and seams were grouted and sanded, then wet sanded. Sky blue paint was applied. (Figure 8) Next, mountain outlines were laid out, painting distant mountains gray with a blue tint and closer ranges stippled with various greens with accents on the ridge tops for tree lines. (Figure 9) Areas on the backdrops where 3 dimensional scenery will be used (rock face, tree canopy, etc.) were painted solid dark green. Finally, I stenciled cloud formations above the mountains. I used New London Industries cloud stencils (don't know if they are still available) and Valspar flat white spray paint. (Figure 10) Note: no clouds were added on the lower level since they wouldn't be seen.



Figure 8 – Backdrops were painted sky blue.



Figure 9 – Distant mountain outlines were painted onto the backdrops.

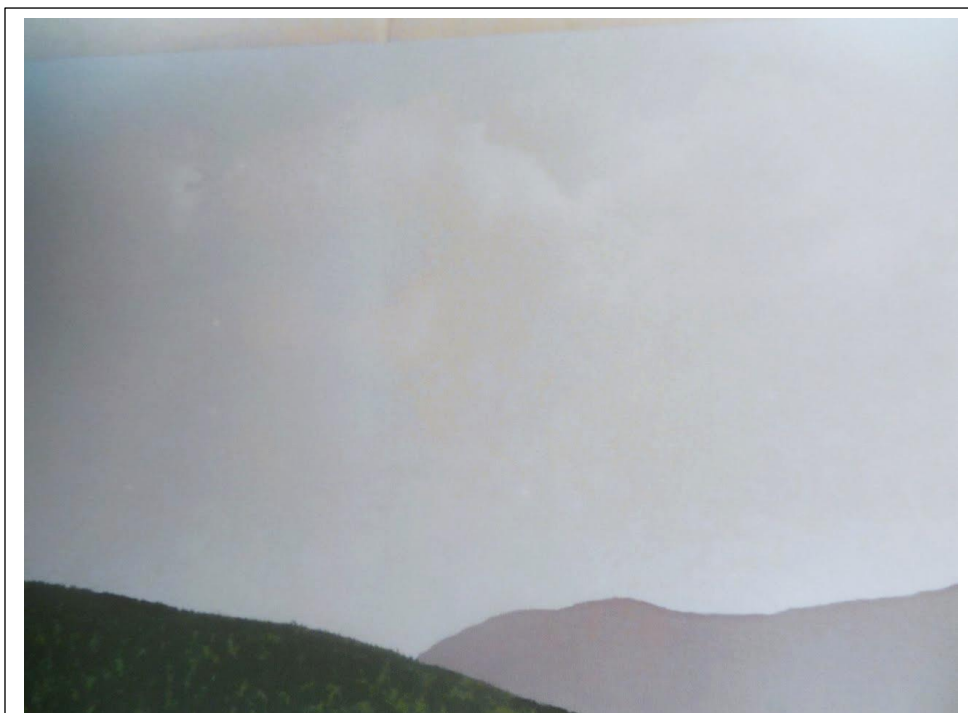


Figure 10 – New London Industries cloud stencils were used for subtle clouds on the upper level backdrops.

After the fact, I decided to add scenic backdrops to my upper and lower visible staging. These are areas of around 30' in length, L shaped, with a window in the right angle corner. The upper level went smoothly, using the painting techniques and covering the window with removable Styrofoam insulation. The lower level I couldn't reach to paint, so I decided on photo backdrops. I purchased 3 continuous 10' long backdrops from "id Backscenes" on ebay. They are located in England. The scenes were 15" high, so I had to cut them to 12". I purchased the premium line, made with better materials, with self-adhesive, peel off backing. Here's where I screwed up. I followed the directions which said you didn't have to use the self-adhesive backing. Just glue it on in its entirety. Don't do that. When I rolled out the air bubbles, the backing de-laminated and wrinkled. Luckily, I was able to get it back off before it totally dried, a short piece at a time, remove the backing, and install it properly. I cut out the sky scenes and hand painted the clouds. (Figures 11, 12, 13)



Figure 11 – Printed backdrop from ID Backscenes.

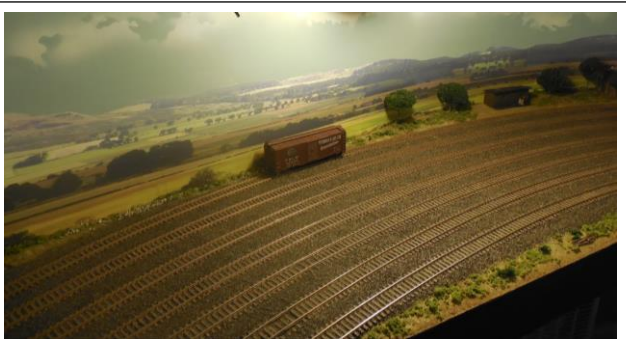


Figure 12 – There was some frustration installing the printed backdrops, but I had time before it dried to work remove the backing and properly install them.



Figure 13 – After the frustration and removal of air bubbles, the result is very effective.

Finally, I applied the fascia on the upper and lower levels, using once again 1/8" Masonite. (Figures 14 & 15 on the next page) These pieces vary in width, determined by the cut of scenery. These were grouted, sanded and painted flat black. Lesson learned. I should have waited to finish the fascia because I was constantly changing them. I have to add panels, car card boxes, etc., and I've added and removed sections as I built. Better to wait until the end to finish painting the fascia. The upper fascia, which hangs from the ceiling grid, has not been installed. This will be the last thing I do in each area I completely finish. This will allow me more light on my layout. This fascia will be 18" wide strips of black felt 10' long, attached to ceiling grid brackets with

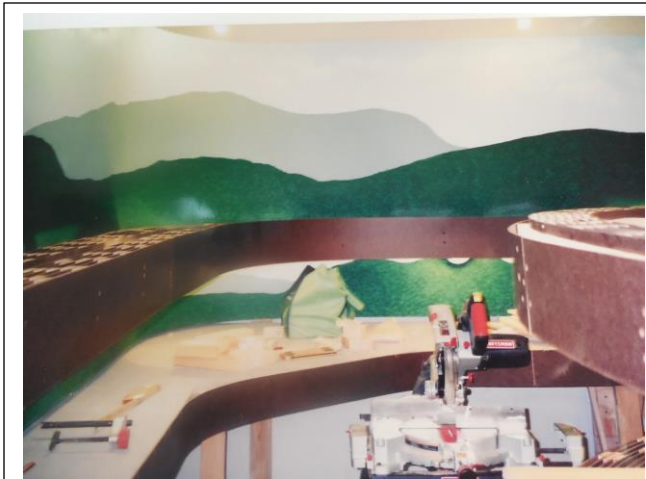


Figure 14 – With fascias installed, I was ready to finish the surface and experiment with colors.



Figure 15 – Another view of roughed-in fascias. Note the depression for a future river.

Velcro. This will give some relief to the weight on the ceiling. I'll need about 300' of material. At least that's the plan... stay tuned.

I decided on a flat black fascia to frame my railroad scenes. I experimented with Pullman green and assorted browns, but decided the black allows the lighting to highlight the scene.

This is a work in progress, but like I said in the beginning, I enjoy it and find a great amount of satisfaction in a completed area.

Well it's time for me to pack. The National Convention in Kansas City is upon us. When you read this, I'll be in Kansas City enjoying every minute. Next month, I'll try to describe the KC festivities. Until then

Ed

Division Brass

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