

# THE BRASS POUNDER



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

Volume 18 Number 7

September 2018

## **CSD Annual Picnic** **Saturday Sept 15<sup>th</sup> 1:00pm**

**A members only event (family welcome).**

**We will gather for food and fellowship at the home of Jack Parker MMR. CSD will provide the protein and drinks. Members are asked to bring side dishes and desserts to share.**

**Please RSVP at this link or on the CSD Website.**

**Contact Alan Hardee to volunteer to help with the grilling.**

### **Superintendent's Corner**

By Alan Hardee

#### **Division Coming Events**

(See CSD Website for further details)

**CSD September Monthly Meeting and Annual Picnic Saturday Sept 15th 1:00pm - ??**

**At the home of Jack Parker MMR  
12012 Abernathy Road, Charlotte, NC**

For planning purposes, please [RSVP](#) at this link or on the CSD Website.

A big Thank You to Marcus Neubacher and the North Carolina Transportation Museum for hosting the August monthly meeting. We had a slightly larger turn out for the activities. The conference room worked great for the meeting part. We had a great discussion about the upcoming events and the 2020 convention. We then met Tyler Trahan for a guided tour of the roundhouse. Marcus opened his layout to us for a visit and tour. Some of the members had the opportunity to operate a few trains around the wonderful N scale empire. Also on display at NCTM are two modular layouts from clubs located in our division, Central Carolina N Scalers and Metrolina Model Railroaders. I hope everyone had a chance to see these great layouts.

Now on to September. The annual division picnic will once again be at MMR Jack Parker's on September 15 starting at 1:00pm. This is for members and their families. We will provide the authentic Hardee Burgers, Dogs (pun intended) and drinks and you bring the sides. Please use the [RSVP](#) form on [carolinasouthern.org](http://carolinasouthern.org) so we know how many people will be coming and what sides you will bring. After great food and fellowship, we will get to operate on Jack's Piedmont and Western that was recently in the May 2018 *Model Railroader*.

The 2018 MER Convention will be hosted by the Potomac Division on October 4-7 in Rockville Md. There is still time to register for this great event. Go to [Potomac-nmra.org](http://Potomac-nmra.org) for the latest information and the Hilton Hotel and convention registration pages. Ed and I had requested some info from the convention registrar so we had an idea for our own planning. As of now, Division 12 has 10 members registered out of a total of 85. I hope to see you there.

Do we have any members posting Blogs? If so, the Mid-Eastern Region wants to hear about it and post a list of all blogs in the region. Please contact Nick Kalis at [nkalis@verizon.net](mailto:nkalis@verizon.net) with your blog name and address. I'll post the list as of now, hopefully we can add to it....

## Mid Eastern Region Blogs

### MER Member

### Blog Address

#### **Carolina Southern**

#### **Carolina Tidewater**

#### **Chesapeake Division 14**

None reported

#### **James River Division 5**

Shannon Crabtree

[viriniamidlandrr.blogspot.com/](http://viriniamidlandrr.blogspot.com/)

Rod Vance

<https://www.sites.google.com/site/willowcreekrr/home>

#### **New Jersey Division 1**

None reported

#### **Philadelphia Division 3**

Bill Blackburn

[PRR-GVD.COM](http://PRR-GVD.COM)

Bob Dietrich

<http://www.dietrichsfam.com/shj/>

Val Pistilli

[www.rpmvalleyforge.com](http://www.rpmvalleyforge.com)

Robert Putnick

<http://rputnick777.wixsite.com/horseshoecurveine>

Robert Putnick

<https://sites.google.com/site/ephratavalleyrailroad/home>

Greg Shindledecker

<https://www.facebook.com/groups/WMThomasSub/>

Joe Walder

<https://prrcambridgesectrk.blogspot.com/>

Paul Welsh

[http://www.rrscience.com/G\\_gauge/wmrr.shtml](http://www.rrscience.com/G_gauge/wmrr.shtml)

Jeffrey Witt

<http://witt-family.com/LayoutConstruction.htm>

Bob Zeolla

<https://www.facebook.com/Conemaugh78>

#### **Potomac Division 2**

Alex Belida

<https://esprblog.wordpress.com>

Bernard Kempinski

<http://usmrr.blogspot.com/>

Stan Knotts

<https://mrrminutiae.blogspot.com/>

Marty McGuirk

<http://centralvermontrailway.blogspot.com/>

Lance Mindheim

<http://lancemindheim.com>

Norman Reid

<https://nfandcr.blogspot.com/>

Dean Ripple

<https://sites.google.com/site/monongahdiv/>

## South Mountain Division 10

Jay Beckman <http://jaysoscalelayout.blogspot.com/>

## Susquehanna Division 11

Jerry Britton <http://pennsyrr.com>

Listed in alphabetical order by last name  
Revised Wednesday, August 15, 2018

Compiled by Nicholas Kalis

Please contact Nick Kalis at [nkalis@verizon.net](mailto:nkalis@verizon.net) with the name of any Mid-Eastern Region (NMRA) member you know of who maintains a model railroading-related blog, so we may include their blog on our list. Thank you.

### **UPCOMING AREA TRAIN EVENTS**

**Autumn Rails 2018  
Model RR Show  
October 5-6, 2018  
NC Agriculture Center  
Expo Building  
785 Boylston Hwy.  
(NC 280), Gate 5  
[Fletcher, NC](#)**

**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

In this issue you'll see news on our August meeting, tour of the NC Transportation Museum, and visit to Marcus Neubacher's KN Tower N scale railroad. There is also the continuing saga of Tim Rumph's Southern S-Line and interesting insight on operating sessions from Andrew Stitt. With talk about CSD hosting the 2020 MER convention, the upcoming 2018 MER Convention in Rockville, MD, Ed Smith's account of last month's NMRA National Convention in Kansas City is a timely piece. I was planning to include another layout feature article, but opted to keep the issue from getting too long. I try to hold to about 20 pages and another feature would have pushed me to 24 or 25 pages. I hope to see you at our picnic on the 15<sup>th</sup>. Please let me hear your thoughts.

### **SUBMISSION GUIDELINES**

**I target the 1<sup>st</sup> of each month for publication.  
Please submit articles for publication by the  
27<sup>th</sup> 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](mailto:editor@carolinasouthern.org)**

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## DIVISION AND REGIONAL NEWS

By Ed Gumphrey



### MID EAST REGION CONVENTION

Rockville, MD  
October 4-7, 2018

### INFORMATION

10 CSD Members are already registered.  
Hope to see you there.

As Alan Hardee mentioned in *Superintendent's Corner*, CSD's September monthly meeting will also be our annual picnic. For members, spouses and family members, the picnic will be held at the home of Master Model Railroader Jack Parker on Saturday, September 15<sup>th</sup> at 1:00pm. The address and RSVP link is in the banner on page 1. Don't miss out on this chance for good food and fellowship as well as the opportunity to run a train on Jack's Piedmont and Western, which was featured on the cover of the May 2018 issue of *Model Railroader*. Please bring a side dish or dessert. Hope to see you there.

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## Meeting Notes

By Ed Gumphrey

CSD's monthly meeting for August was held Saturday, August 18<sup>th</sup> at the North Carolina Transportation Museum in Spencer. Our thanks to Marcus Neubacher for arranging the meeting and tour of facilities. We had a good turnout, with 22 CSD members in attendance. Most of the meeting centered on discussion of convention planning. Here are some bullet points on the major topics:

- Neal Anderson passed around a list of Organizing Committee positions and names. They are shown in the table below. As you can see, **we still need volunteers** to step up and help to make the 2020 MER Convention a good one.
- Neal Anderson guided some discussion on themes and names. At the meeting, one choice was *Vision 20-20 Carolina Junction*. Other possible names, including *The Carolinian* and *Carolina Special*, had been posted on the CSD Facebook page. Those recommendations also included logo designs based on the CSD logo. Other recommendations surfaced after

the meeting, most notably a logo based on the Southern logo, which Gil Brauch worked up and Neal posted to Facebook.

- There was some discussion about possibly using a professional event coordinator. Both Henry Reeves and Gil Brauch discussed some advantages a coordinator could provide in screening potential convention locations. Alan Hardee pointed out that the MER will take care of actual negotiations and contracting with a hotel. Gil will make some inquiries, but it is unlikely that the Division will be able to afford professional services. This likelihood emphasized the need for members to volunteer in helping the Organizing Committee.



- It was noted that modular railroads in both HO and N scale could be set up for the convention by Metrolina and T-track, respectively.
- Alan Hardee will obtain registration history and information about rooms used during the upcoming MER Convention in Rockville.
- Neal Anderson will contact Charlotte Regional Visitors Authority (CRVA) to see what information they can provide regarding hotel facilities, transportation, and other convention related guidance.

### Carolina Southern Division 2020 MER Convention Organizing Committee

Position	Name	Email
<b>General Chair</b>	Neal Anderson	<a href="mailto:apchair@carolinasouthern.org">apchair@carolinasouthern.org</a>
<b>Clinics</b>	Doug Algire	<a href="mailto:MUchair@carolinasouthern.org">MUchair@carolinasouthern.org</a>
<b>Layout Tours and Operating Session Callboard</b>	Tim Rumpf	<a href="mailto:tarumpf@gmail.com">tarumpf@gmail.com</a>
<b>Tours Director</b>		
<b>Modular Setup</b>		
<b>Publicity</b>		
<b>Publisher</b>	Ed Gumphrey	<a href="mailto:editor@carolinasouthern.org">editor@carolinasouthern.org</a>
<b>Webmaster</b>	Gil Brauch	<a href="mailto:webmaster@carolinasouthern.org">webmaster@carolinasouthern.org</a>
<b>White Elephant Sale</b>	Bob Halsey	<a href="mailto:xnavman65@gmail.com">xnavman65@gmail.com</a>
<b>Raffle</b>		
<b>Audio – Visual</b>	Andrew T Sadler	<a href="mailto:sadlerandrew1@gmail.com">sadlerandrew1@gmail.com</a>
<b>Time-Saver Switching Layout</b>		

<b>Convention Staff Director</b>		
<b>Local Arrangments, Floor Manager</b>	Dave Thrams	<a href="mailto:thrams.dave50@gmail.com">thrams.dave50@gmail.com</a>
<b>MER Executive Convention Chair</b>	Eric Dervinis	<a href="mailto:eric.dervinis@gmail.com">eric.dervinis@gmail.com</a>



The Metrolina Model Railroaders uncover their modular display in the Backshop at Spencer just before the August meeting.



The Conference Room that Marcus Neubacher made available was a perfect setting for the August meeting. Thanks, Marcus.

After the meeting, Tyler Trahan gave us a guided tour of the Spencer Roundhouse. I took a few pictures along the way, but mostly stayed focused on the insights and stories Tyler provided. If you haven't been to the NC Transportation Museum, you need to go see it.



Tyler Trahan (far left) talks about the Southern's E-8 #6900, pointing out evolutionary changes from the Atlantic Coast Line E-3 in the background.



The group was treated to a view of 611 undergoing maintenance. A rare view of the insulation on the firbox with the cladding removed.



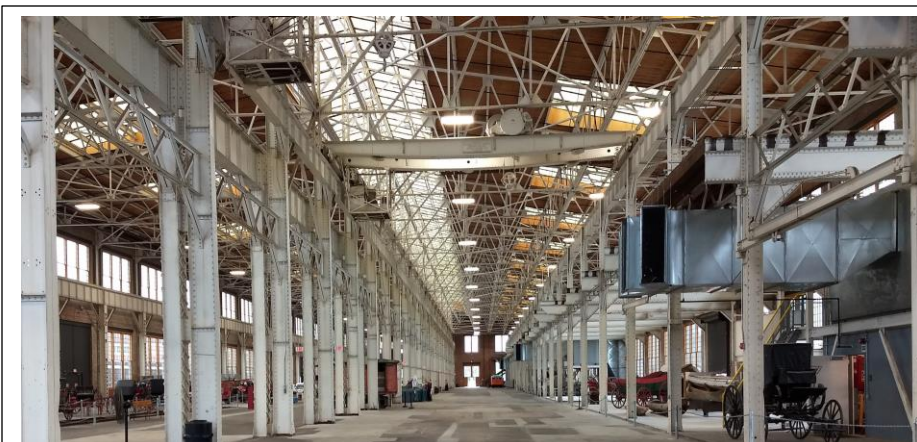
Even on a Saturday morning, there was some activity in the Transportation Museum's well-equipped machine shop.



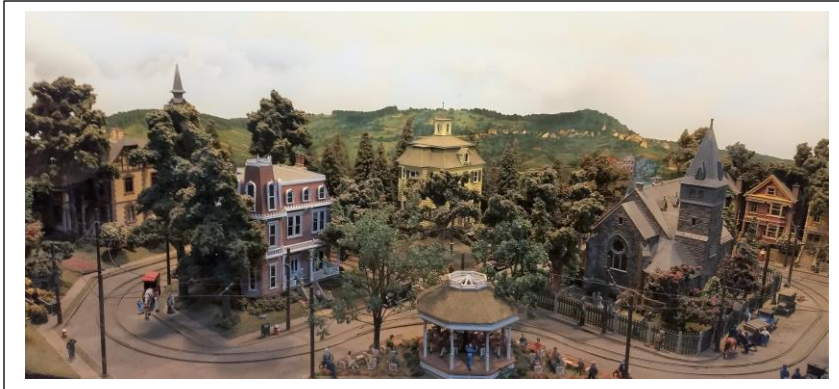
Tyler talks to the group about the museum's replica of the Raleigh, the first steam locomotive to operate in NC. The original was built in 1836..



I had to use the pan feature for this crane and tender flatcar picture. Some distortion, but got it all in!



The huge backshop at Spencer is home to various transportation displays as well as setup spot for Metrolina Model Railroaders modular railroad.



The museum is also home to the creations of CSD member and Master Model Railroader Fred Miller.



After the tour of Spencer's roundhouse, about a dozen members gathered for a layout tour of Marcus Neubacher's N scale Charleston, Roanoke & Eastern Railway (with a pit stop for lunch at Porky's Barbeque in nearby China Grove). I only took a group photo while there, because I was too busy gawking at this fabulous model railroad. Marcus agreed to work with me in the future to work up a full article on his railroad, so I'll let this one photo provide a little teaser. In the meantime, I encourage you to browse the [KN Tower](#) website to see more of this railroad and its construction.



A pit stop at Porky's Barbeque in China Grove.  
If you leave there hungry, it's your own fault.



CSD members at KN Tower

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## Achievement Program Update

There were no new presentations during the August meeting, but AP Co-Chairman Neal Anderson is offering to set up operating sessions for members to work toward their certificate for Dispatcher. Neal sent me the following:

*Just a short message to the group. I'm putting a class together to help our members achieve getting their AP Dispatcher. Just want to have some input on this. It would have to be during a ops session. Only four dispatchers will be able to work on their time. (during the ops session). Other members can work on getting their time in the other areas needed for AP Dispatcher.*

Please let Neal know if you're interested, and continue to let him know what AP goals you are working toward. Send him an email or give him a call.

[kklrailroad@yahoo.com](mailto:kklrailroad@yahoo.com) 704-775-2830

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# Operations on the York Rail System

By Andrew Stitt



I recently hosted the monthly operating session on my model railroad which is inspired by the railroads in and around York, Pa. A group of us (mostly retired) meet on Tuesdays for some socializing, interspersed with some train operating. I thought I would share a few thoughts from both the operator, and owner viewpoints.



From an operator viewpoint, I have always been nervous about operating on someone else's model railroad. To begin with, I don't know the railroad as well as I know my own. Where does it go? Where do trains originate? What do they do? Where do they terminate? How does the yard (assuming there is one or more) function? What sort of operating system does the owner use – car cards, switch lists? Is there signaling involved? Are there dispatcher(s)? You get the drift.



Assuming I don't make too many mistakes, or otherwise make myself unwelcome, I may be invited back (?). If I make a return visit, many of these things that made me nervous to begin with will quickly disappear, and I will become more comfortable with operating there.

From the owner standpoint, because of these fears, I know what I must do to make visitors comfortable when they visit my railroad for the first time and, hopefully, make their experience an enjoyable one. First, I need to provide my address, and clear directions to my basement. Just getting to the house is not enough. I erect signage to guide them to the basement door. A warm greeting, and introductions are very helpful in making the visitor begin to feel comfortable. If the visitor is not from this area (and does not know anyone there), I try to provide a name badge so he/she will be greeted by name (as well as helping to identify the other people already there). An introduction to the railroad including a walk around tour is always helpful. If needed, I will ask one of the crew to "buddy" with the visitor to help answer any questions. Finally, when it comes time for train assignments, a less complicated train (passenger or through freight) is always the best way to provide him/her with a comfortable way to ease into the operating session.

My railroad is small enough from an operating standpoint, that there is no assigned dispatcher, fast clock, or signaling. I act as trainmaster, dispatcher, repair department, and advice giver. Since most of my crew has been with me for a while, they have handled all of the trains on the schedule numerous times. After sharing lunch together, and catching up on the latest news anyone has to share, we have a brief crew meeting. I go over what has been added to the layout scenery, and if I have made any adjustments to the operation or schedule. I admit operational changes have occurred more than I would like, but as I learn more about how Yorkrail and NS operate and interface in York, the more I desire to make the operations as prototypical as possible. These changes do provide (inadvertently) some variety to the sessions. I use switch lists, and make crew assignments, and we are underway. I have observed that once operations begin, the room becomes silent! Each crew member is concentrating on his job.

For me, 3 hours to operate is about enough. Any longer, and I begin to see fatigue in myself as well as some of the crew. I have recently scheduled trains to provide some off time between assignments so each crew member can have a break to rest or railfan others who are operating. As the session comes to an end, I try to ask each crew member to provide me with any input as to what needs to be fixed, or could be improved with the operational mode. I admit, I am number dyslexic, so I need to do a better job of checking car numbers on the switch lists!

I have had some visitors that have not returned on a follow up invitation, but most are interested to be included on future sessions as an opportunity opens up. I would encourage anyone with a model railroad who has not operated, or hosted an operating session to give it a try. It is a great way to meet other modelers in the area.

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Since I started this layout feature section in the March issue of The Brass Pounder, I have been able to visit a number of model railroads in the area. I can't put everything in one issue, but I have features ready for future issues and am working on more. In the coming months, you'll see:

- Anthony Perkins' multi-level railroad
  - MMR Fred Miller's two home traction layouts, both O and HO scales
  - Alan Hardee's multi-level NS railroad
- 



## KANSAS CITY 2018 NMRA CONVENTION

By Ed Smith

This is the 3rd time Kansas City has hosted the NMRA National Convention: 1984, 1998, and now, 2018. There are very good reasons for this. The city is the epitome of railroading and railfanning, both prototype and model. KC offers great museums, i.e. the WWI museum, great restaurants (think barbeque), free mass transit on a city-wide street car line, multiple sports, and a city re-inventing itself as time marches on. This was my second convention here, and I have great memories from both, but it's not the first thing I think of when I think of KC.

Back in 1986 I had my first encounter with Kansas City. I was returning home from my first NMRA Convention in Long Beach, CA, on the Amtrak Southwest Chief. After a long night in coach, I decided to get off in KC, when we stopped at 8:00 am, to stretch and buy a paper. That accomplished, I returned to my seat and waited to depart. I now had a travel companion in the seat next to me. After a lengthy wait, the train still hadn't departed. Soon KC ATF agents boarded and started checking passengers. Seated at the back, as I always am, it took a while for them to get to me. I started to wonder about my new companion seated next to me. The agents finally reached us and asked the gentleman to stand. Then they told him to relocate... they were looking for me!

You see, the night before I went to the club car and had a few beers with 2 men and a woman. After I left, they were arrested outside Albuquerque for drug smuggling. Low and behold, here I was in KC with 2 full military knap sacks; 1 with laundry, the other with trains, but to anyone else, they could have easily contained drugs. The agents interrogated me on the train, searched my bags, which was a real embarrassment for me, and then let me go. All of this was under the watchful eyes of other passengers just wanting to continue their journey. We were over 1 hour late departing and I was not very popular the remainder of the ride to Chicago. I now travel to these conventions with my wife who has credible decorum and aura about her that keeps me out of trouble. Thanks, dear.

Fast forward to this year. We arrived around noon on Sunday, August 5. Once again my itinerary was jam-packed, morning until night. You'd think after all these years I would know better, but there's just too much to do. I've also set up a lot of activities for my wife to do while I disappear for long periods of time. For the next 6 days there are well over 100 clinics available, 21 layout tours, many prototype tours, non-rail tours, and assorted model RR events, set up in the convention rooms.

Just since arriving at noon, we've checked in, registered for the convention, dropped off and registered sale items at the silent auction, ate lunch, and caught a double decker trolley siteseeing tour of KC. This all before 6:00 pm. Then I had a 4 hour clinic on making rubber molds. It's a 2-part clinic. Here we go.

Monday through Thursday were non-stop. Up at 6:00 am, bus at 7:00 am, prototype tours the first 2 days, and layout tours the next 2 days. Around the tours I filled in by attending the silent auction, selling and buying; attending *Operation Roadshow*, which is hands-on training in operation; checking out the contest room (which has some amazing craftsmanship); visiting the Special Interest Group (SIG) room (layout design and operations SIGs), where I ran into Tim Rumph; volunteering at the dues table; and still found time to connect with old and new friends. With this busy schedule, I did find some time to see my wife, usually late in the evening.

You know, after driving 1000 miles to get to KC, I sometimes couldn't believe I was on another bus traveling to some far off destination like Omaha, NE. I thought of my wife struggling through her shopping, culinary events, visiting an exotic cat refuge and doing wine-tasting. Then I realized what a great time we're having.

I took 2 prototype tours. The first was to Omaha, NE to see the Union Pacific Harriman Dispatch Center. This is the nerve center for all UP movement in the US. Two floors of nothing but employees in front of computers and multiple large flat screens, arranged in pods for each district in the US, monitor all movement of UP trains and everything surrounding the track routes???? The lower floor is called the "bunker" because of its construction. It will withstand the worst of tornados, so they say. Sorry, no cameras permitted. Also, we all had to pass a security clearance to get into the place. As we left Omaha, we did get up close to UP Big Boy X and Diesel on display at a botanical garden area. How they got them up the hill, I have no idea.



Big Boy #4023, one of UP's fleet of 25 of the heaviest and longest steam locomotives ever



EMD DDA40X #6900, one of Union Pacific's "Centennial" 6600hp diesels.

The second tour was to BNSF facilities in KC. First was the Argentine yard, the major classification yard for BNSF in this area. We were able to get up close in the facility and view the Hump yard as they classified tank cars. Pretty amazing operation. Next we got to drive through BNSF's new Intermodal facility; 46 acres of containers, trailers, buildings, trains, and 6 huge cranes spanning the tracks, moving merchandise in and out of the facility.



BNSF's Intermodal facility from a distance gives a sense of how expansive it is.



A closer view down the tracks leading into the BNSF intermodal facility.

This area has become so prosperous that massive warehouses are being built all around the facility, by most every major business in the country. Again, pretty impressive. It pays to have a BNSF official as your tour guide. Eric Goodman has his office in the Argentine yard facility and was the lead man, start to finish, on the Intermodal yard. He was able to get us access where many are not permitted. The only problem was it was rainy, but we had a great time. Thanks, Eric.

Of all the layout tours offered, 21 in all, with over 45 layouts, I selected only 2. There just isn't enough time to do it all. First, I wanted to see Jim Eudaly's O scale C&O Hinton Division, modeling West Virginia when steam was still king. Several things stood out. First, the layout was large and had its own building. Next, Jim models the Fall months in WV, with great landscapes and wonderful colors. And finally the steam power. The O scale steam

engines are hand crafted or kit built, with sound, and I was told weighed around 20 lbs. each. Quite a collection. (pic 5, 6, 7)



A station scene on Jim Eudaly's O scale C&O Hinton Division shows how well he captured WV fall colors.



A roundhouse in O scale is HUGE



WV fall makes a great setting for a coaling tower.

The second layout I wanted to see was Stephen Priest's. Stephen, his wife, Cinthia, and son, Joel, are very active in the hobby and NMRA. Two MMRs, two Editors of Model RR periodicals, White River Productions, major involvement in the KC convention, and they still found time to nearly complete a large HO layout in 5 years, depicting ATSF, the St. Louis Division. The layout and White River Productions occupy the lower level of their house. A pretty amazing set up. Also, they are great people and very cordial hosts. Enjoy the photos on the next page.



A yard area on Stephen Priest's Santa Fe St Louis Division HO scale model railroad.



The multi-level railroad and surrounding area are all well finished.



Staged trains waiting for their runs.



The lone operator is misleading. All the layout tours were heavily attended..

I saw several more layouts, and I don't want to demean their accomplishments, but these two really stood out. I'm sure on the other tours, there were equally impressive layouts. The layout tours were packed.

With what time I had left, I attended as many clinics as I could. There were 8 MWTM (modeling with the master) clinics, where the MMRs do hands-on work with the attendees. This year I chose making rubber molds, a 2-part, 7-hour clinic. In the past, I have attended clinics on scratch building turnouts, using styrene to build, laser kit building, and modeling water. I focused my remaining time on signaling, craftsman kits, and basic electronics. Also, I attended Tony Koester's and Stephen Priest's clinics on their prototype layout construction.

So, the first 5 days were long and hectic, but very enjoyable. Being a good husband, I did make a little time for my wife, although I think she was doing just fine by herself. We were able to have lunch and dinner several times with good friends from the Toronto area, but as usual, there's just not enough time in the week.

With everything I've described, the whole week builds to Friday and the train show. The show's open to the public for 3 days, but on Friday from 9 am to noon it's open only to convention attendees. Picture Christmas morning as a youngster. That's us, no matter how old. For 3 hours we have vendors, manufacturers, and magazine staff to ourselves. Three hours isn't enough! This year's show was huge. I bought Branchline passenger cars, scenery materials, glues, and tools (always more tools). But my prize purchase was the Barbed Wire fence kit. This is a 3-D printed ABS plastic applicator with spools that allows you to create flawless barbed wire runs. I caught the end of Mike Brusky's clinic on this, and had to get one. Also, \$20 off for attendees didn't hurt. His company is [Dimensional Modeling Concepts](#), Omaha, NE. He does model RR 3-D printing.

The week ends on Saturday, with the banquet. This year my wife and I took time for ourselves and found a great steak house. I did sneak in another trip to the train show before time to go home. We had a great time. I got my fill of railroading, if that's possible, we saw the city, WWI Museum, Union Station, free light rail, and ate at great restaurants. My wife got in some shopping, pool time, exotic cats, and wine tasting. We reconnected with old friends and made new ones; one from Greensboro, of all places. And sadly, we learned of the passing of one of our group. Finally, we got home; tired, but rejuvenated. I sold some stuff, but came home with more. Successful trip. Oh – did I say we are signed up for Salt Lake City next year? I'm not a fan of flying, but I'm not driving there. Maybe the train?

Well, I've rambled on too long and left out so much. If you get the chance, you should really try to attend one of these conventions. Until next month....

Ed

p.s. Maybe I'll figure out the barbed wire applicator one of these days

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## My Southern S-line Part 5

By Tim Rumph

I didn't get a lot done on the railroad recently, but I did go to the NMRA national convention in Kansas City. I had a great time and got to operate on Don Ball's Stockton and Copperopolis Railroad. I ran a through train in the first half of the session and then worked as the train order operator during the second half. While doing that, I got to use the mechanical interlocking that he described in an article in Model Railroader a few years ago.

Last month I showed you how I calculated my easements and how I laid them out, using the following equation for calculating the easement offset (O) given the length of the easement (L) and the radius (R).



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

Now I have a little different situation. The city of Newton includes a horseshoe curve. While my regular minimum radius is 18 inches (this is N scale, remember), I decided to make this curve with a 16 inch radius. The Southern had a 15-mph speed limit on this curve, so it was quite sharp. Also, since this is a full 180° curve (actually a bit more) and the back is against the wall, reducing the radius to 16 inches reduces the width of the layout by four inches.

The Southern had two tracks on this curve. The inside track was the main track, and the outside track was the Newton siding. Using the NMRA Recommended Practice [RP-7.2](#), I should have a spacing of 1-15/32" between these tracks. The siding will have a radius of 17-15/32". The normal spacing between tangent (i.e. straight) tracks on my layout is 1-1/16", which is about 14 feet in N scale. I decided that the siding will not have an easement, since this is only used at very low speed and long cars will not use this track.

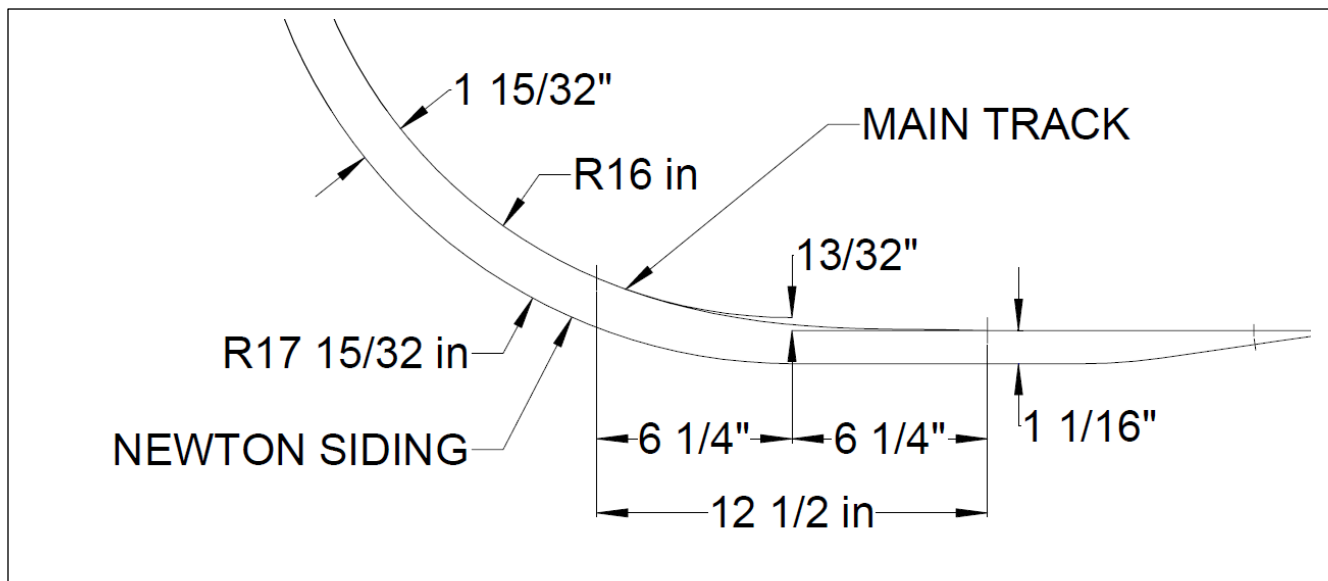
This geometry fixes the offset between the curved track and the tangent track, which is

$$(1-15/32) - (1-1/16) = 13/32"$$

We know the radius of the curve (16") and the offset (13/32"), so we need to calculate the length of the easement. Applying a little algebra to the equation above yields:

$$L = \sqrt{24OR}$$

In this case, L is 12.490 inches, which I rounded off to 12-1/2 inches. This shown below.



Now you can calculate what you need for an easement given the radius and either the length of the easement or the curve offset. While it is possible to calculate the radius given the offset and the length, I can't imagine why you'd want to do that. This was covered in more detail in Kalmbach's annual Model Railroad Planning 2011, which also includes information about laying out a multiple track curved track.

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### Division Brass

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