

Superintendent's Corner

By Alan Hardee

Division Coming Events

(See [CSD Website](#) for further details)

CSD Monthly meeting for October will be held at Southern Piedmont Live Steamers Saturday Oct 19th 10:00am - 2:00pm 8283 NC 472 South, Oakboro, NC 28129 [Directions here](#)

After a brief meeting, we will run and ride 7 1/2" gauge trains

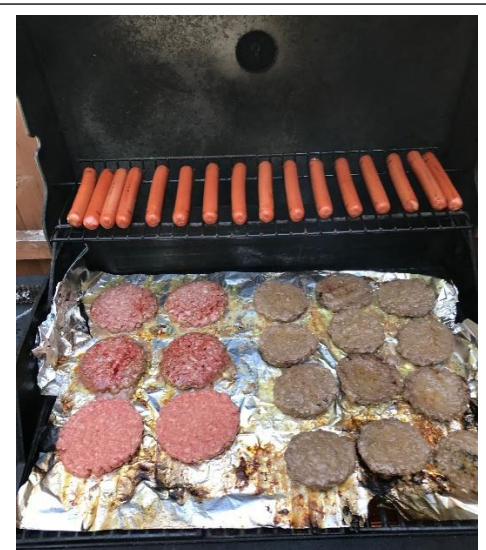
Wade's Train Town CSD Meeting and Annual Open House and Swap Meet Saturday Nov 9th 10:00am - 2:00pm Brookford Community Bldg 1700 S Center St. Hickory, NC

A BIG Thanks to Jack Parker, MMR, for opening up his home and layout to Carolina Southern Division for our annual picnic in September. Mother Nature gave us a beautiful warm sunny day for everyone to enjoy great food and conversations by the lake. I think everyone enjoyed the authentic Hardee's burgers and Hot Dogs personally prepared by Chef Hardee. After the meal and a brief meeting, everyone enjoyed the Piedmont and Western RR. I heard a lot of great feedback about our 3 month clinic series with the boxcar shells. Let me know your ideas about what you would like to work on next.

The next big item for us is the MER convention in King of Prussia, PA. The Liberty Bell Special runs 10/10-13/19. There is still time to register at <http://libertybellspecial.org> to enjoy this great event. {*Editor's note: My apologies for the late publication of this edition*} This will be an educational trip for most of us as we will be gearing up for our turn in 2020. If you have a home layout, expect a call or email from Tim Rumph about a stop on the layout tour and/or Operating Session.

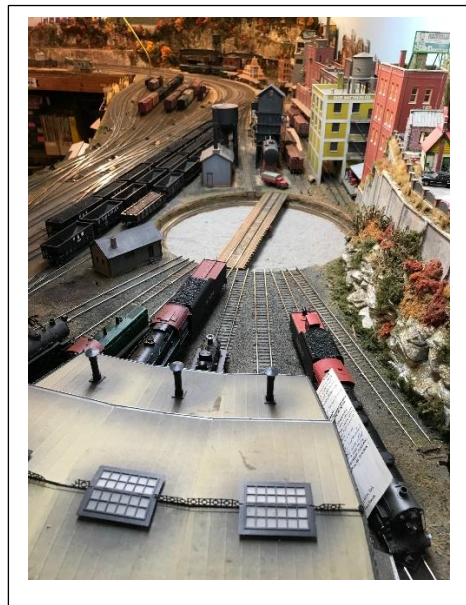
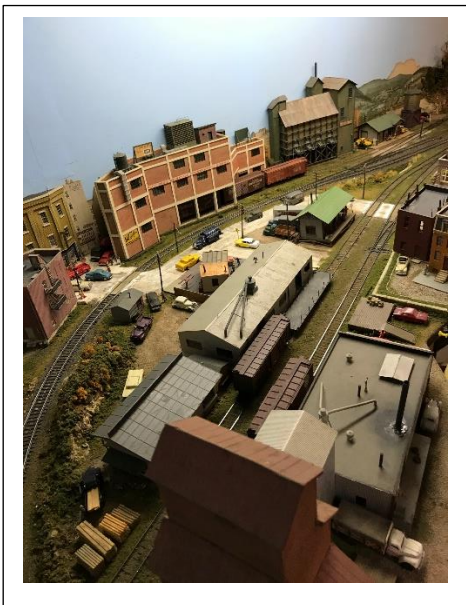
Our October 19th meeting will be a visit to Southern Piedmont Live Steamers in Oakboro. We can ride on Neal Anderson's scratch built 7 1/2 inch gauge locomotive and flat car. Check out Neal's [website](#) or YouTube channel for a few [videos](#) of his train on their layout.

I hope to see you in Pennsylvania.



Authentic Hardee Burgers on the grill

A few more annual picnic photos from Superintendent Alan Hardee



Editor's Notes

By Ed Gumphrey

UPCOMING AREA TRAIN EVENTS

Simpsonville SC
Model Train Show
Saturday, October 26th
9:00am – 3:00pm
**Simpsonville Activity &
Senior Center**
310 W. Curtis Street
Simpsonville, SC 29681

Here I am, late again. From my earlier email announcing that this edition would be delayed, you know that life again got in the way of my plans. As unpleasant as surgery is, at least a problem got solved. As to the problem of being under the weather and missing our annual picnic, a few days solved that one. I just wish I didn't have to wait another whole year for the opportunity to bring a batch of jambalaya.

It looks like we'll have a novel experience during our October meeting at Southern Piedmont Live Steamers. I hope to see a lot of you there.

As you read this edition, some of you have just returned from the MER Convention in King of Prussia, Pennsylvania. I hope you will write about your experiences for an upcoming edition. I'd also like to see some submissions about your ongoing projects.

As the shrinking banner shows, it'll be a while for the next area train shows and events. As a substitute, there will be some modular layouts setting up around the holidays. I'll be getting some photos and coverage of those as they occur.

In the meantime, I'll be attending an operating session tomorrow on Joe Skorch's Southern Pacific railroad. I was there a month ago for some photos, and I'm looking forward to actually operating this time and will share some impressions in the future.

My thanks to Tim Rumph, Ed Smith and Nancy Campbell for their contributions to this edition. I hope you enjoy it and please let me hear from you.

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

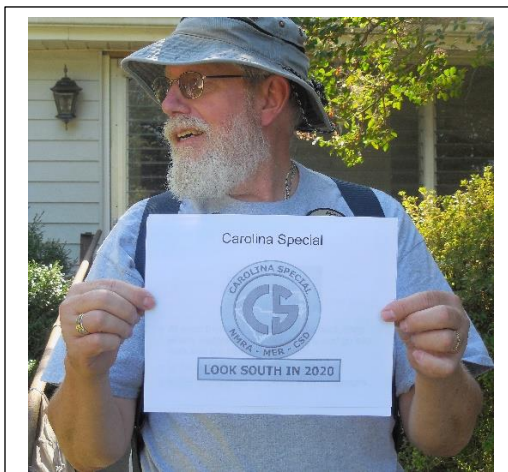
CSD's September meeting was out annual picnic held at MMR Jack Parker's home on Saturday, September 21st. I was under the weather and missed the meeting, but there was a good turnout. As Alan noted, his Hardee Burgers were a hit, as was the socializing and train operations. Also at the meeting Neal Anderson presented Alan with his Achievement Certificate for Association Official. Neal also showed off the logo for the 2020 MER Convention which our Division will host in October of 2020. Neal and Michelle Chance provided some planning updates. Gil Brauch, MMR has also been working on setting up the convention-specific email address links in preparation for launching our Convention Website after this year's convention in Pennsylvania.

I received some feedback that my jambalaya was missed. I hope I'll make it next year. Enjoy the photos provided by Ed Smith.





Alan Hardee received his AP Certificate for Association Official.



Neal Anderson, MMR, shows off the finalized version of the loco for the 2020 MER Convention.



Neal and Michelle provide updates about the Convention and MER activities.

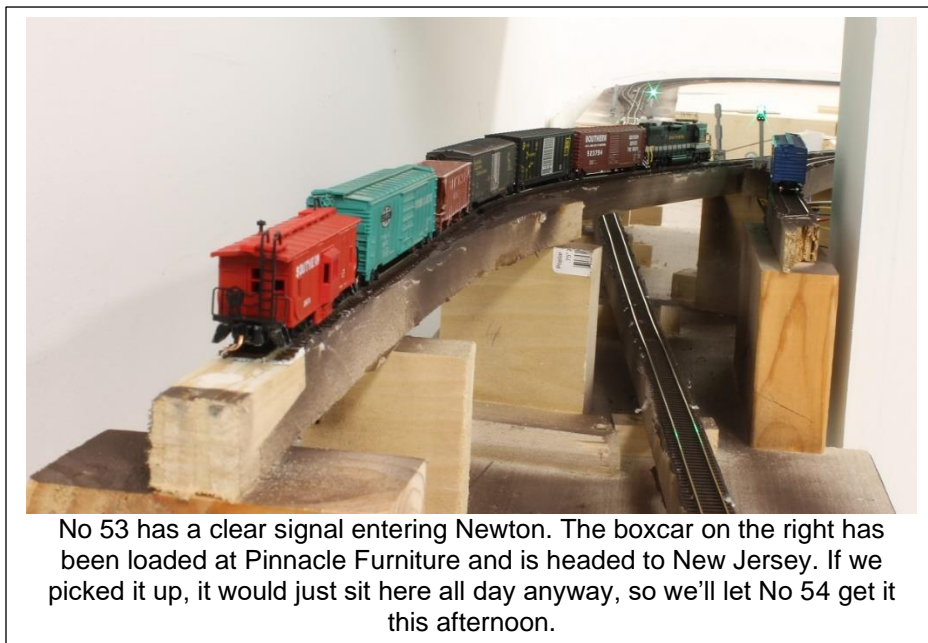




My Southern S-Line A Bit of Railfanning

By Tim Rumph

It's time to take a break from working on the layout and play with it a bit. Come along as we follow No 53, the southbound train on the old Carolina and North Western line from Newton to York going through Newton.



No 53 has a clear signal entering Newton. The boxcar on the right has been loaded at Pinnacle Furniture and is headed to New Jersey. If we picked it up, it would just sit here all day anyway, so we'll let No 54 get it this afternoon.



Taking the crossover at the west end of the Newton Siding with GP38-2 5136 leading. It's not often that this train rates one of those brand new EMDs.



Stopping at the station so that the conductor can get the paperwork done, and probably have a cup of coffee with the agent. The signals here are train order signals, but they don't really apply to us. This is our initial station, and we need to get a clearance, Southern Ry. Form 604, before we can leave.



Clearance in hand, we pull down to the yard and get our train sorted out. That yardmaster up there at Oyama just dumps all our cars into one track. It'll make things a bit quicker if we take a few minutes and sort things out before we leave. That hopper car loaded with invisible gravel is for our first stop after we get out of town, the Div. of Highways material yard in Maiden.



No 53 barely gets started before we stop to set out this SCL boxcar with a load of yarn for Clyde Fabrics. The furniture business is big around here.



Passing Midstate Mills, the maker of Southern Biscuit Flour, as we head out of town. Not too sure what they're going to do with that load of plastic pellets at a flour mill.



Truly on our way now. The caboose is about to pass under the Highway 16 bridge on the south side of town. No time to waste. We need to get to York before the ABC store closes!

You've just followed along as I've run an operating session on the bit of the Southern Ry. that I've got running in my basement. A little imagination is required on your part as far as buildings and scenery go. We've got lots of railroads in the Charlotte area that are further along than mine is and have regular operating sessions. If one of those is yours, or you know someone who has one, let me know. I'd love to help them share their layout with our visitors during the 2020 MER convention next October here in Charlotte.

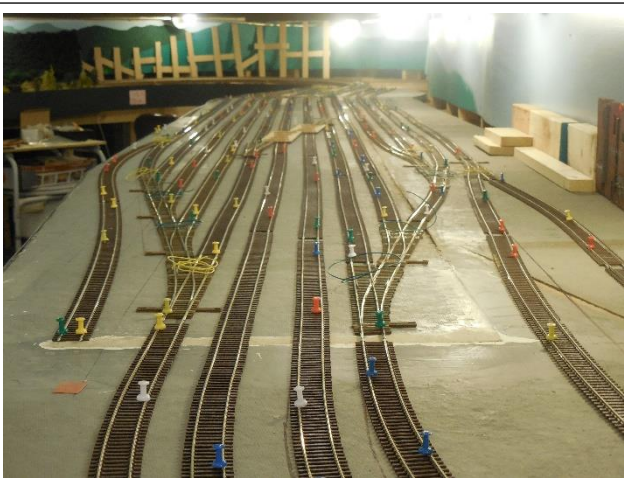
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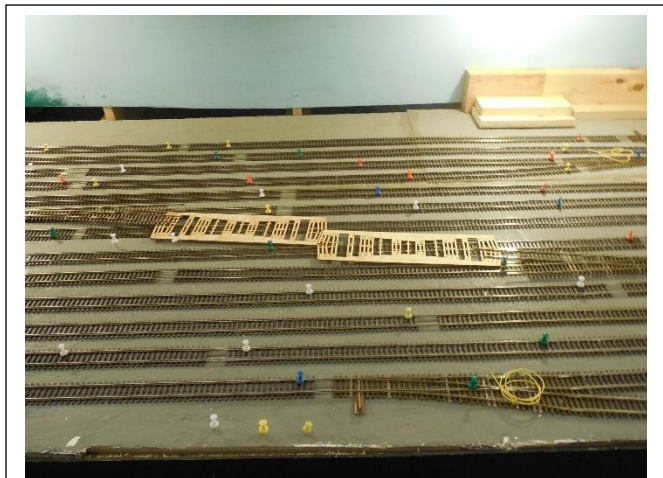
Building Flats

By Ed Smith

Sometimes unexpected stumbling blocks that slow projects down lead to fun and fulfilling accomplishments. That's what this month's article is all about. The plan was to give an update on the completion of the main classification yard at Pt. Jervis, NY on my layout. After finishing, temporarily, the yard with punch pins (pic 1), I decided to add a crossing connection between the East and West classification yards. This would cross the double track mainline (pic 2). This is where the project came to a stop. The mainlines have to be installed with crossings before I can continue with the yards. I use Fast Tracks components to build all of track components. I have a 19° jig for crossings, which I will use in the engine facilities. But this angle is too large for my yard and mainline tracks to co-exist. So I'm waiting for delivery on a 14° jig to build the crossings. I could build these on my own, but there are too many critical frogs and track work parts needed. I'm convinced this is the way to go. I want the mainline bullet proof.



Pic 1 - Pt Jervis yard trackwork temporarily located with push pins.



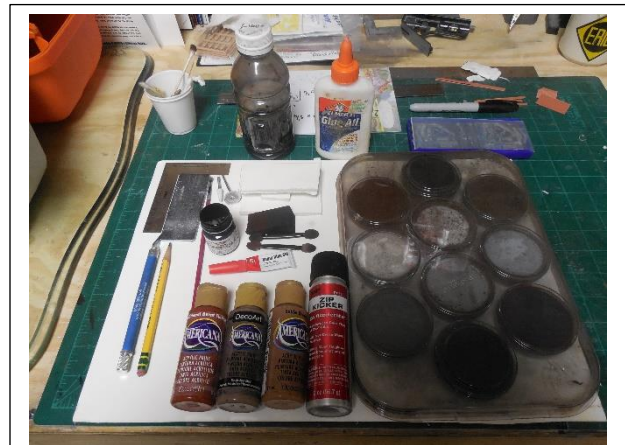
Pic 2 - Adding a crossing connection between the east and west classification yards.

This roadblock has led to a pleasant surprise. With the temporary yard track in place, I can now install the industry and business flats along the backdrop in the Pt. Jervis, NY area. There are several options when it comes to building flats. There are styrene flats manufactured by companies like [Walthers](#), Hydrocal plaster flats by [Downtown Deco](#) (I purchased mine on Ebay), and print pictures, either professionally produced or personally taken and re-worked for the layout.

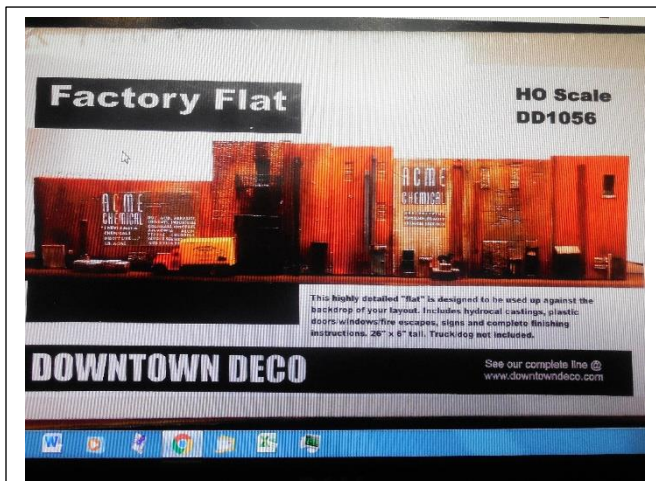
For my project, I chose Hydrocal flats and professionally produced prints. The tools necessary are fairly basic for a model railroader (pic 3).

Hydrocal Flats

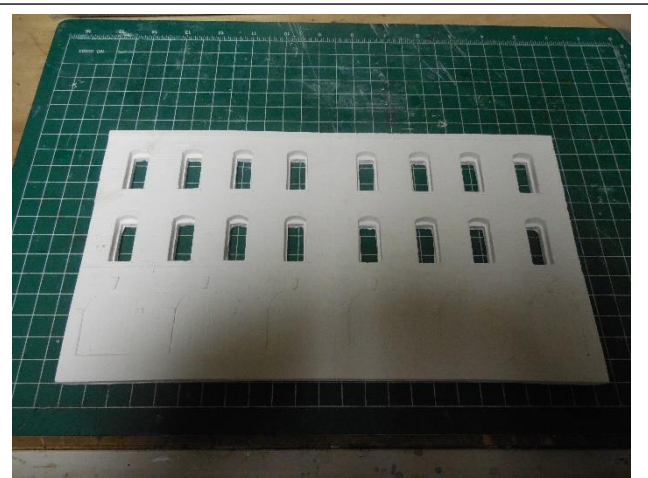
I have purchased several different types from downtowndeco over the years. The brick work, windows and doors, and overall details of the flats are high quality. For this project I used 2 kits of Factory Flats (pic 4), one Warehouse Flat (pic 5), and one Brick Wall (pic 6). The Brick Wall will be used to cut end pieces on flats that need them. First, I laid the pieces on a flat surface, and remove the plaster flash to square the edges. I then glued the Factory Flats together using Elmer's White Glue (pic 7). I use Elmer's because it reacts well with the porous Hydrocal, creating a strong bond, with no clean-up needed. After the joints dry, I painted the brick, using cheap acrylic paint from Hobby Lobby. The color is a personal preference. I find traditional Burnt Sienna gives me the reddish brown color I desire on most of my brick. I also use Mississippi Mud to get a muted brown effect (pic 8). Painting is easy; just don't apply it too thick to cover the brick detail. I wanted some depth on the flats, so I glued 1" wood blocks on the backs of the flats (pic 9). I added 1" strips of the Hydrocal brick walls on the exposed ends.



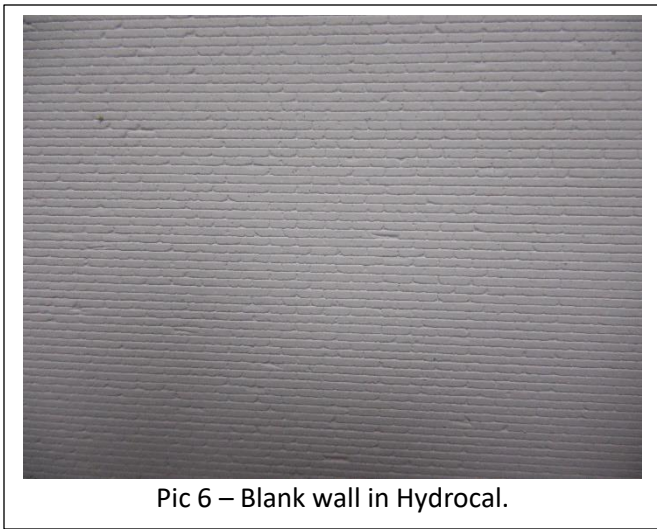
Pic 3 – Tools used for building flats are probably already in your collection.



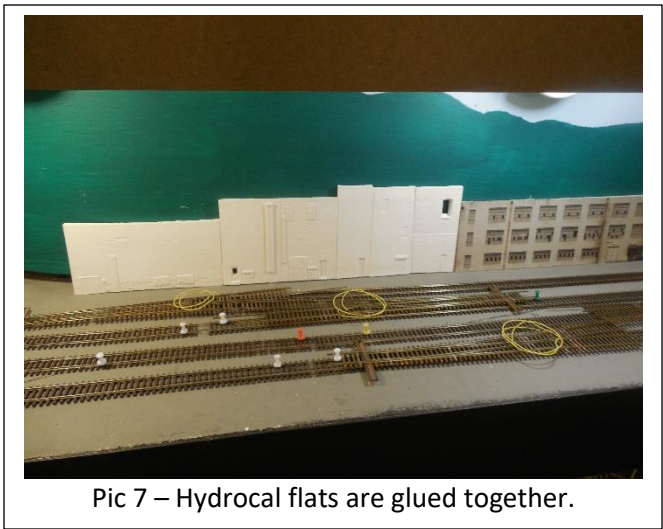
Pic 4 – Factory Flat kit from Downtown Deco.



Pic 5 – Warehouse Flat.



Pic 6 – Blank wall in Hydrocal.



Pic 7 – Hydrocal flats are glued together.



Pic 8 – Basic colors are common acrylics.



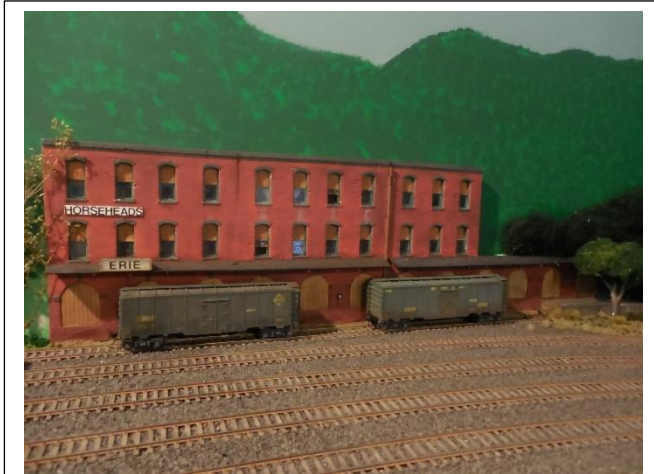
Pic 9 – Blocks glue to the back add depth.

With the Factory Flats basically done, I painted the extended roofs flat black and added roof details. These are ladders, smokestacks, water tanks, skylights, and equipment rooms. It can be whatever you think a roof would have. I then turned to the brick faces of the flats. I added lights, conduits, fire escapes, exhaust pipes, and signs for detail. Finally, I added a wash of light India ink and alcohol, followed by Pan Pastels for weathering (pic 10). This flat is over 48” long and relatively heavy, so it can stand on its own.



Pic 10 – Details are painted and light weathering added.

The next Hydrocal piece is the Warehouse. I purchased 6 of these a while back for random use. The first was the Erie Freight House in Horseheads (real name), NY (pic 11). I used the same methods as described above, with several additions. I added Tichy windows and shades, cut out the two freight doors, using dental tool bits from my dentist, added wood doors and inside details (pic 12). On the back, I added flat black window boxes around the doors to give depth (pic 13). The finished product was set in place securely using Velcro (pic 14). This method will be discussed with the Print Flats .



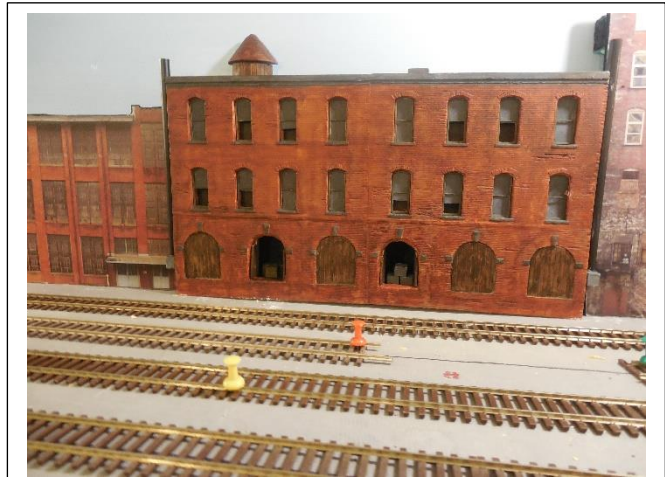
Pic 11 – Erie freight house in Horseheads.



Pic 12 – Some of the details to be added.



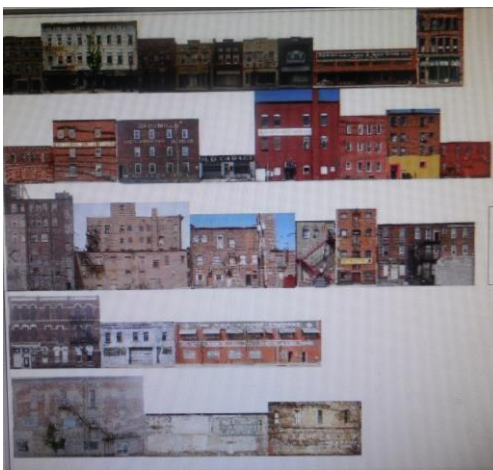
Pic 13 – Black window boxes add depth.



Pic 14 – Building flat is held in place with Velcro.

Print Flats

I purchased these from two different manufacturers, [Angie's Trackside Flats](#) on Ebay and Radical Flats at www.kingmill.com {*Editor's note: King Mill no longer sells these flats, but a software package for creating printed flats is available at their website.*} The Radical Flats came on 3 sheets of construction grade paper and had 9 warehouses. The Ebay flats came on one sheet and had 4 rows of typical lineside buildings which totaled 8' of flats when cut and assembled (pic 15). The first thing I did was cut out the buildings and, using blue painters tape, taped them to the backdrop in the areas I wanted. I moved them around to get the sequence I wanted (pic 16). Using 1/8" foam core sheets, I glued as many of the prints on each board as possible, using 3M 97 Super



Pic 15 – Printed flats from Angie’s Trackside Flats.



Pic 16 – Arranging flats for best appearance before mounting to foam core board.

Adhesive. A word to the wise, use this method and cut out individual flats with a sharp knife (pic 17). I wouldn’t cut the board to fit the flat and then glue because 3M adhesive is very tacky and unforgiving. Once you mate the 2 pieces, they are stuck. I added foam core remnants and blue board to the back of each flat to give the 1” depth desired (pic 18). I added strips of brick styrene on the exposed ends, painted the roofs flat black, and added roof details (pic 19). I applied washes of light india ink and alcohol to the surfaces to take off the shine. Finally, I used pieces of Velcro on the back of the flats to secure them to the back drop. I purchased several ¾” rolls from a local millinery warehouse. I cut 1” pieces, it is peel and stick, applied one side on the flat, removed the protective paper on the other side and pressed the flat in place (pic 20).



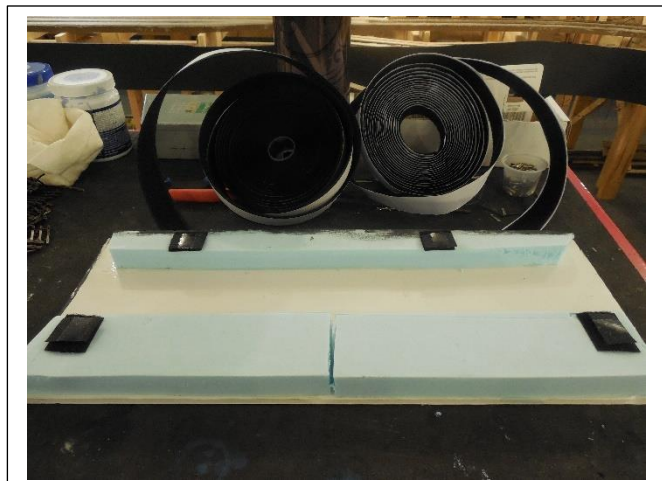
Pic 17 – Cut out individual flats with a sharp knife.



Pic 18 – Foam core backing provides depth.

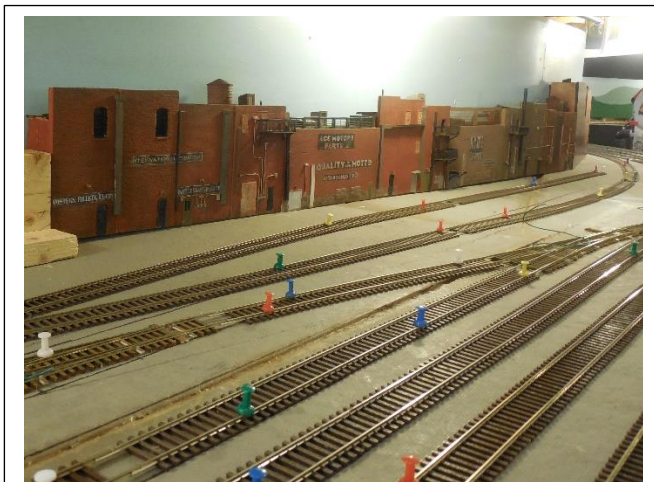


Pic 19 – Ends and roof details added.

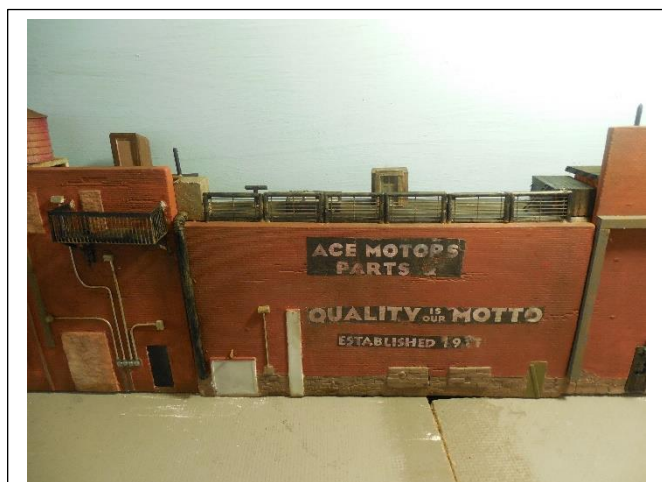


Pic 20 – Velcro tabs hold to the backdrop.

Here is the finished product (pic 21, 22, 23, 24, 25, 26, 27). The 2x4's near the end of the Hydrocal flats are taking the place of Gillinder Glass Company. I'm waiting for information from them so I can build a factual 1940's model. Once the track is secured, I will add Ground Goop, foliage, and details to finish the scene. The Ground Goop will help secure the flats.



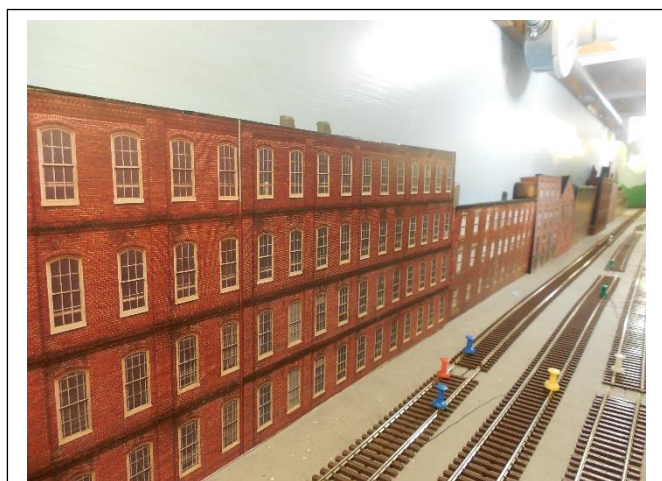
Pic 21



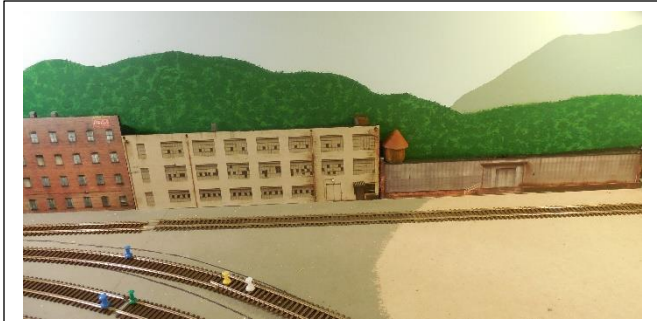
Pic 22



Pic 23



Pic 24



Pic 25



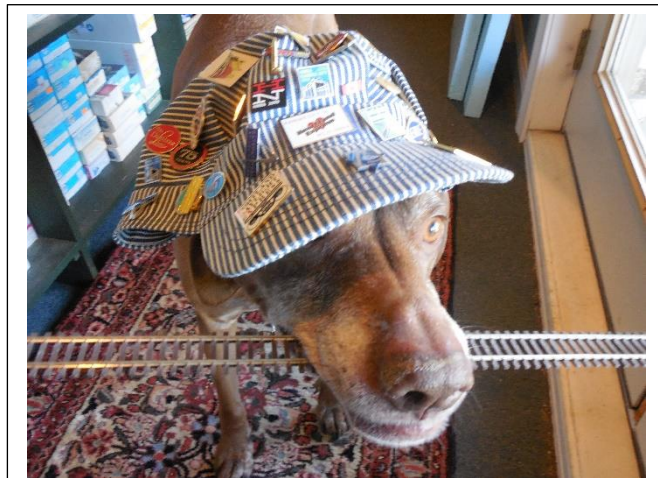
Pic 26



Pic 27

This turned out to be an entertaining project. We'll see what's next. Until then, Elway and I have work to do (pic 28).

ED



Pic 27

New England Railroads

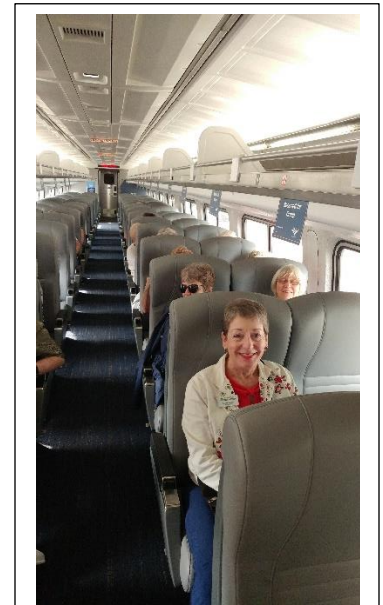
By Nancy Campbell

I've just returned from a trip to New England, and I was amazed by the variety of railroads they have – most of them run only for tourists. This was a tour offered by [Country Travel Discoveries](#), and I was joined by a dozen members of the [Railroad Club of Carolina Lakes](#) (RCCL) in Indian Land, SC. We enjoyed five very different train rides, a trolley ride, and two boat rides, with a motor coach ride from one to another.

First we took a commercial Amtrak train from Woburn, Massachusetts through New Hampshire, to Wells, Maine. This route is called The Downeaster, and took only 90 minutes. As expected, the train was sleek, modern, and by far the smoothest ride we had, even though we were travelling on freight tracks. And it was fast – top speed allowed on freight tracks is 70 MPH, and we maintained that speed for most of the trip. Just north of Dover, New Hampshire, you can see a sliver of the Atlantic Ocean, the first of many beautiful glimpses of this body of water. Then we crossed into Maine.



Our first ride was on an Amtrak train



The interior was modern – all metal and sleek lines

What's the main attraction in Maine? Lobsters! So, after a delicious lunch at Kennebunkport's historic [Nonantum Resort](#), we boarded a fully restored 1963 oak-planked lobster-style boat for a ride down the Kennebunk River and the Atlantic coastline. Captain Bob told us everything we ever wanted to know about lobster catching, including how to tell if you have captured a boy lobster or a girl lobster, and how to kill them humanely.

This is still Day 2 of the tour, but we still have more fun coming up. We finished the day with a trolley ride at the [Seashore Trolley Museum](#). This is the world's oldest museum of mass transit vehicles, and the largest.



An old-style wooden lobster boat

On Day 3, we had a ride on the Maine Narrow Gauge Railroad, along a gorgeous coastal stretch of two foot gauge track. This is not a long ride – about three miles – but you get the full experience of riding on a narrow gauge track, in a lovingly restored wooden passenger car pulled by a steam engine. The conductor explained that the two-foot gauge was able to make much sharper curves in the mountains.



Narrow gauge cars



Narrow gauge passenger car interior

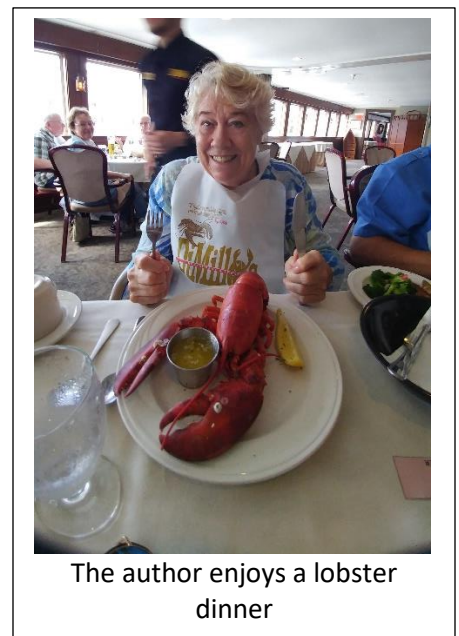


More narrow gauge cars



Two foot narrow gauge track

After the narrow gauge ride, we ate lunch at DiMillo's Restaurant, a floating restaurant which had been a car ferry in an earlier existence. This was the first time many of us had eaten a whole lobster instead of a couple of tails. The waiters plopped those babies right on our plates, head and antennae and all. Then they showed us how to open them up to eat them. Yum!



The author enjoys a lobster dinner

On Day 4, we had the most amazing experience of all, riding to the top of Mount Washington on a cog railway. By now, we are back in New Hampshire. We had lunch at the luxurious Mt. Washington Hotel, then we boarded the [Mount Washington Cog Railway's](#) rustic cars for the 3,500 vertical foot climb to the top of Mt. Washington. (You might remember that Mount Washington has the worst weather in the world, and yes, the wind chill factor was 29 degrees on the August day that we disembarked the train to tour the observatory. That's with 55-mile an hour winds.) The Mount Washington Cog Railroad was the world's first mountain-climbing cog train, and it is still the second-steepest track railway in the world. Our model trains have trouble climbing if an incline is over 2%. The Mt. Washington Cog Railway averages 25%, with some inclines over 37%!! There were at least six trains on the track at one time, spaced about 1,000 feet apart. Most were diesel-powered, but the one we rode on was pulled by a steam locomotive.



The cog railroad launch area



A diesel-powered cog train.



The steam-powered cog train that we rode.



The cog steam locomotive looks like it was put on the track wrong, but it is designed this way to keep the slopesheet covered with water inside the boiler on the steep inclined track.

Going back down such steep inclines was an awesome experience. The seat backs flip to face the opposite direction for the downhill ride. The pictures below show the passengers facing away from the brake wheels going uphill, and facing the brakeman during the downhill run. The key man here is the brakeman, who operates two brake wheels during the entire trip. The screech from the wheels was actually reassuring, since it meant one was less likely to make a 1-minute descent down the abyss!



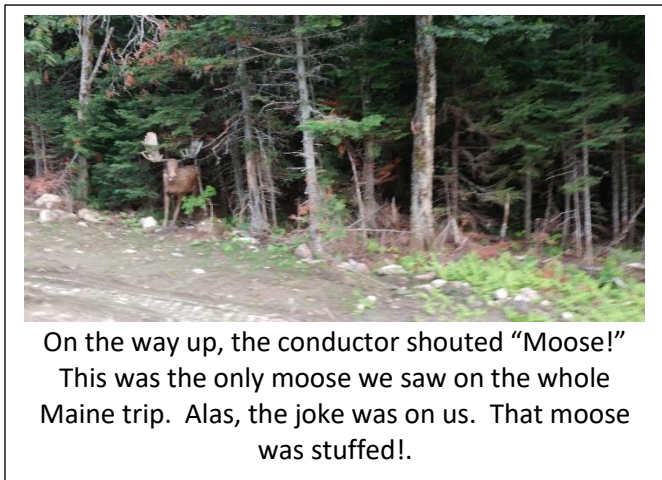
The cog passenger car interior.



The brakeman working both brake wheels.



Mount Washington: billed as “the worst weather in the U.S.,” the wind was 55 miles an hour up there, and the fog was almost impenetrable.



On the way up, the conductor shouted “Moose!” This was the only moose we saw on the whole Maine trip. Alas, the joke was on us. That moose was stuffed!.

Day 5 brought a two-hour ride on the [Winnepesaukee Scenic Railroad](#), part of a Rail and Sail Package that included a two and a half hour cruise on the [M/S Mt. Washington Cruise Ship](#). The highlight of that trip might have been the amphibious 60s model car!!!



Winnepesaukee passenger car interior, mostly plastic ceiling and wall panels.



The Winnepesaukee engine – I wonder how many SW 1000s are still in service?



M/S Mount Washington
Photo from website



The tour group aboard the M/S Mount Washington



A 1960s Amphicar caused quite a commotion as it cruised by.

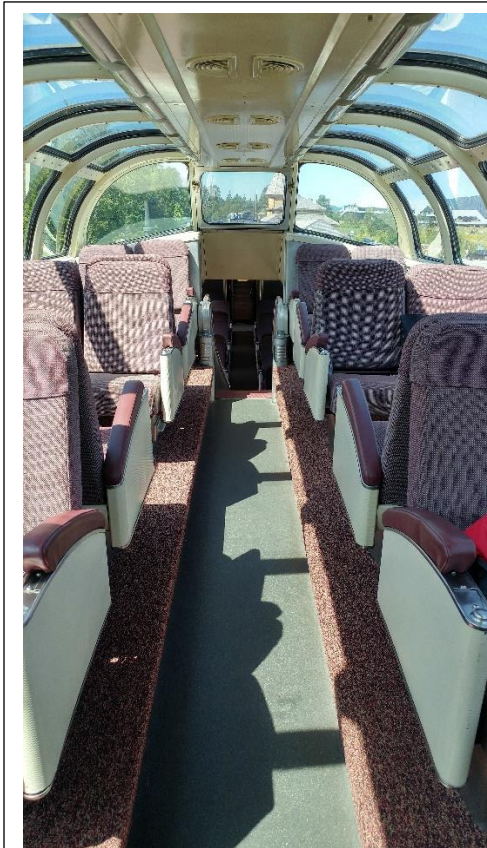
Our rail adventures concluded with a round-trip ride on the renowned [Conway Scenic Railroad](#). We started in the dining car, where we were served an elegant dinner on linen tablecloths. On the return trip, our group rode in the Observation Car, where we could enjoy the spectacular scenery – multiple streams and brooks, steep ravines, even the Frankenstein Trestle and Willey Brook Bridge -- as we travelled through Crawford Notch.



Elegant dining on the Conway Scenic Railroad



Conway Scenic Railroad ready for boarding.



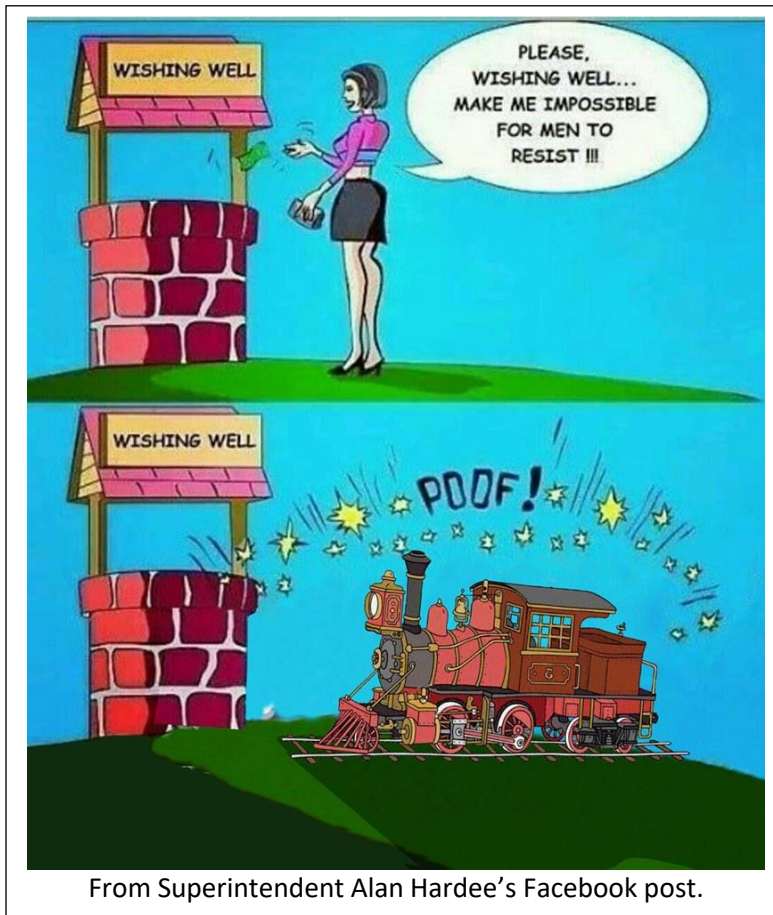
The Observation Car provided a spectacular view of the New Hampshire scenery.

On Day 7, we boarded our luxurious motor coach for a trip south to Salem, Massachusetts. That was seven days of airplanes, railroad trips (both steam and diesel, plus the unique cog-rail adventure), cruise ships, lobster boats, trolley rides, and of course, the ubiquitous luxury motor coach. What a marvelous experience!



A luxurious motor coach rounded out the trip's various modes.

CLOSING PAGE BONUS



From Superintendent Alan Hardee's Facebook post.

Division Brass

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