



THE BRASS POUNDER



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

Volume 19 Number 3

March 2019

Superintendent's Corner

By Alan Hardee

Division Coming Events

(See CSD Website for further details)

**Wade's Train Town
Open House
Saturday March 9th
10:00am – 2:00pm
Brookford
Community Bldg
1700 S Center St.
Hickory, NC**

**CSD MONTHLY
MEETING
Saturday, March 16th
9:30 – 11:00am
Hunter Acres Baptist
Church
4520 Heman Dr,
Charlotte, NC 28269**

First I want to Thank Jack Monette, MMR and West Concord Baptist Church for hosting our Annual Business Meeting in February. That gave us an opportunity to check out the facilities for use as our backup meeting location. Congratulations to Ed Smith on being railroaded, errr, I mean Elected, to Director in Division 12. Ed has come from lone wolf model railroader to Division Board Member in one year. The Board of Directors met immediately after the Annual meeting to line up our 2019 plans. No one likes to sit in a room and listen to people talk for hours without doing something. I have heard from you about this and I have tried to keep things fun with layout visits and operating sessions. For 2019, we will expand on this even more with monthly "Show and Tells", contests, drawings, and "Make and Take" clinics. For March, we will have a "Show and Tell". Everyone is encouraged to bring in your favorite Loco, car, or building to share with everyone. Mark your calendars now for May, June and July. We will use the free Shells from NMRA to practice painting skills and techniques for the May clinics. Anyone willing to bring a portable airbrush, please contact me. In June we will decal the kits you painted in May. Then in July we will work on weathering techniques to complete the series. Sounds like it's going to be a fun summer.

Hope to see your favorite trains on the 16th at our regular meeting location, Hunter Acres Baptist Church on Heman Drive.



CSD Thanks West Concord Baptist Church for hosting our annual business meeting last month.

UPCOMING AREA TRAIN EVENTS

Asheville Train Show

Friday March 1st

Noon to 7:00pm and

Saturday March 2nd

9:00am to 5:00pm

WNC Agricultural Center

761 Boylston Hwy,

Fletcher, NC 28732

17th Annual NC Rail Expo

Saturday April 6th

9:00am – 4:00pm

Hickory Metro Center

Hickory, NC

Inaugural Trackside

Train Day

Saturday April 13th

9:00am – 5:00pm

101 Randolph St,

Thomasville, NC 27360

Historic Spencer Shops

Train Show

May 18th – 19th

Sat 9:00am – 5:00pm

Sun Noon – 5:00pm

1 Samuel Spencer Dr

Spencer, NC

2nd Annual

Charlotte Area Rail-

Strava-Ganza

June 8th and 9th

Gastonia Convention

Center

145 ML King Jr Way

Gastonia, NC

Editor's Notes

By Ed Gumphrey

Behind the scenes, a few CSD members have been pretty busy the past few months. Our Superintendent, Alan Hardee had to work up his annual report to the MER. Either Alan's memory is a lot better than mine, or he takes real good notes. Similarly, webmaster and MMR Gil Brauch has been toiling since November to research and select updated software, then compile and convert files from our old site in order to rebuild [CSD's website](#). Just reading the email status reports was agony. My hat's off to Gil's perseverance in completing this arduous task. If that wasn't enough, there was all the effort to conduct a highly successful 13th annual RMU in January. Even with the event over, data has to be compiled and feedback provided to the clinic instructors. No sooner had RMU Chairman Doug Algire completed managing that task than he was off for his annual missionary work. I'm looking forward to his return and hope to have a full article about RMU for the April edition of *The Brass Pounder*.

As for me, working up the summary for my annual reports as Clerk and Editor was a nice reminder of how much fun I've been having. I've met a lot of new friends and seen some great model railroads. I've already scheduled a couple of layout visits for future material and have made preliminary agreements for others. That doesn't mean I don't still need spontaneous article submissions, because I do – **HINT HINT!**

I hope you enjoy this edition of our newsletter and also hope to see you at the March meeting on the 16th. I'll be ready to get some pictures from the "Show and Tell" to share with those who can't make it.

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

OUR NEW WEBSITE IS HERE!

**In the wee hours of the morning on March 1st, our webmaster, Gil Brauch, MMR, launched the new website for CAROLINASOUTHERN.ORG
CHECK IT OUT!**

DIVISION AND REGIONAL NEWS

By Ed Gumphrey

As Alan Hardee noted in Superintendent's Corner, CSD held our 2019 Annual Meeting on Saturday, February 16th. Here are excerpts from the minutes of that meeting. If you'd like to see more details, including the individual reports that were submitted, you can find them on our new website at <http://carolinasouthern.org/annualmeetings.html> and click on 2019 in the Table.

Superintendent Alan Hardee Called the meeting to order approximately 9:35am. There was a good turnout, with 22 members present. The adjacent picture shows their enthusiasm....



Seriously, though, take note of Alan's comments about coming activities during the rest of 2019. Things should be more interesting in the coming months.

The Superintendent's Report summarized key events during 2018. They included three division displays of "Timesaver" switching layout, 12th annual RMU, annual picnic in October, and members Swap Meet and Wade's Train Town Open House in November. He also cited activities to sponsor Boy Scout Model Railroad Merit Badge with multiple Councils. The emphasis in Alan's report was on the success of RMU, which consistently draws 60 to 80 attendees, a sentiment which Assistant Superintendent Jack Monette, MMR, echoed in his comments.

My Clerk's Report highlighted that the most significant Clerk's action was updating registration with the NC Department of State for the Division and providing responses to helper@carolinasouthern.org

Paymaster John Stevens provided a summary of his Annual Report, indicating that the Division is solvent for 2018. His written report was provided to The Superintendent. In a related topic, Michele Chance announced that she attained her goal as a member of the MER Board and was able to raise funds to recover the costs of last year's "Rail Pass" memberships.

In my report as editor, I highlighted the year with a summary of 10 editions of *The Brass Pounder* averaging 18 pages. I was pleased to have graduated to monthly publication after two bi-monthly issues. Again, I thank those who submitted articles and I continue soliciting continuing contributions to the newsletter.

Webmaster Gil Brauch, MMR briefly discussed highlights from his report. Due to computer failure, the CSD website had not been updated since November. After computer repairs, the software for maintaining the web could was found to be obsolete. Gil procured new software and, as noted in the banner on the previous page, has successfully completed creating a [new website](#). CSD's [Facebook Page](#) has remained active for members who opted to join the group page.

Gil Brauch, MMR and Brookford Project Manager, also provided his Annual Report. Attendance at monthly open houses for Wade's Train Town was 133 for the year, during 10 events. Gil thanked the six CSD members who volunteered time to the project and stressed that more volunteers are needed. Donations and attendance are about the same as last year. The project will continue in 2019 on the second Saturday of each month from 10:00am to 2:00pm.

Convention Chairman Neal Anderson provided highlights of planning steps for CSD hosting of the 2020 MER Convention. Site location has been narrowed to two Hilton properties, one in Concord and one in the University area. The MER Convention Manager will continue with negotiations on site selection. Consideration is being given to several events in conjunction with the Convention, including a 7 ½" gauge tour and special tours of the NC Transportation Museum in Spencer, possibly as a lead-in event all day on the Thursday before the Convention. Layout tours and operating sessions are still being solicited.

Election was needed for only one opening position, which was for a Director with term until 2022. Ed Smith had volunteered to be considered. With no additional nominations from the floor, Ed Smith was unanimously elected by voice vote as Director 2022.

AP Chairman Neal Anderson made two AP presentations. Michele Chance received an Achievement Award for Association Official and Ed Smith received a Golden Spike Award.



Michele Chance earned an Achievement Certificate for Association Official



Ed Smith Received his Golden Spike Award

After Neal's presentations, MER AP Manager Dave Chance presented Certificates of Appreciation to four CSD members for their voluntary efforts as judges during the MER Convention in Rockville, MD last October. Thanks to Bob Halsey, Michele Chance, Jack Monette (MMR), and Neal Anderson for their participation. Dave also discussed activities in the Division and emphasized that many members may be much closer to achieving awards than they may be aware. CSD has been notably active in the Achievement Program as shown in a summary table of [AP Statistics](#) on our new website.



Superintendent Alan Hardee adjourned the meeting at approximately 11:30am. The Annual Meeting was followed by a Board of Directors meeting. The key outcome from that meeting is an emphasis on activities during monthly meetings through the rest of 2019.

Please note that our next meeting will be held on Saturday, March 16th from 9:30-11:00am at Hunter Acres Baptist Church, 4520 Heman Dr., Charlotte, NC 28269. Bring your favorite train, structure or other project for "Show and Tell"

My final note for Division and Region news goes back to the subject of The Achievement Program. I recently received the following notice from Jack Dziadul, Director of the MER requesting that I pass this along to our members:

Invitation to Authors and Photographers

Jack Dziadul, Director
Mid-Eastern Region

Do you have a modeling tip, a how-to article, a step-by-step scratch-build, kit-bash, or kit build to share with your 1,800 friends in the Mid-Eastern Region? Perhaps you have photo exhibits of a recent train show, from a layout tour, or of an operating session. With our e-Local, we have an expanded page count available to publish your contribution and sharp color to give some pop to your photographs.

Among our Region's objectives are:

- Expand interest in and publicize the hobby of model railroading
- Promote membership growth (and retention)
- Support the National Achievement Program

Each member can play a role in achieving these objectives.

We have a great deal of talent in the MER as evidenced by so many Master Model Railroaders in the Region, and in the variety of high-quality contest entries at our conventions. Let us all share those talents more broadly.

For those participating in the Achievement Program and working toward their Railroad Author Certificate and MMR, the Region and Division level requirements below are excerpted from the NMRA web site. Refer to www.nmra.org Education tab for the full statement of requirements that encompass clinics, etc.

To qualify for this certificate, you must:

1. Prepare and submit material on any of the following subjects:
 - Model Railroading.
 - Prototype Railroading, Applicable to Modeling.
 - NMRA Administration (e.g. Officers or Committee Reports)

The material being claimed must be the work of the author, photographer, artist, draftsman, etc.

applying for the certificate. A total of forty-two (42) points must be earned. This is material that appears in printed media, such as newsletters and may include text, photographs, drawings, etc.

Material that has been published or accepted for publication may be claimed. A copy of the published material or of the acceptance receipt from the publication must be submitted as proof.

Item	Region	Division
Article or Column	2	1
Photos or Art Work	2	1
Scale Drawing of Prototype	4	2
Scale Drawing of Track Plan	2	1

- A "page" is approximately 1200 words. Credit may be claimed for partial pages down to quarter pages.
- No more than half of the total required points (21) may be claimed for Division or 100% NMRA Club publications.

You will note that your article does not need to actually even be published before submitting your Region level points for credit. You only need certification from the Editor that your work has been accepted for publication. For guidance or questions pertaining to the Achievement Program, please contact Region AP Coordinator Dave Chance or your Division AP Coordinator.

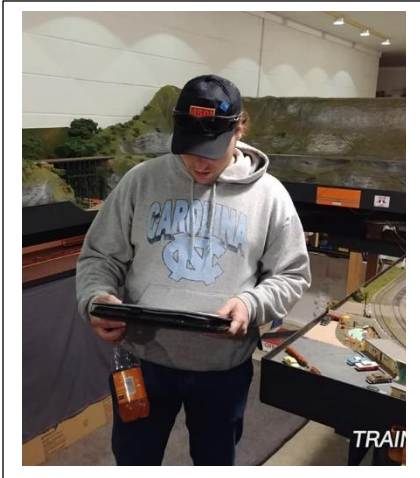
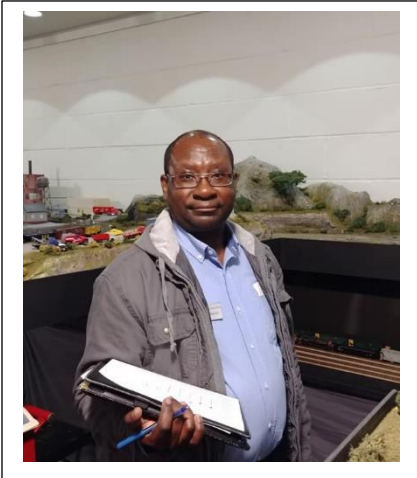
What is the next step? Submit your article, photographs or inquiries to Editor Clint Hyde (local-editor@mer-nmra.com) with a copy to Jack Dziadul (jdziadul@mer-nmra.com). Other information including the publication schedule and deadlines can be found in The Local.



Achievement Program Dispatcher Training

Information provided by Neal Anderson

After CSD's February meeting, Neal Anderson hosted interested members at his house for dispatcher training followed by an operating session on the KK&L Railroad. From the pictures that Neal posted on CSD's Facebook page, it looks like members enjoyed the session.





My Southern S-Line Wiring (Again!)

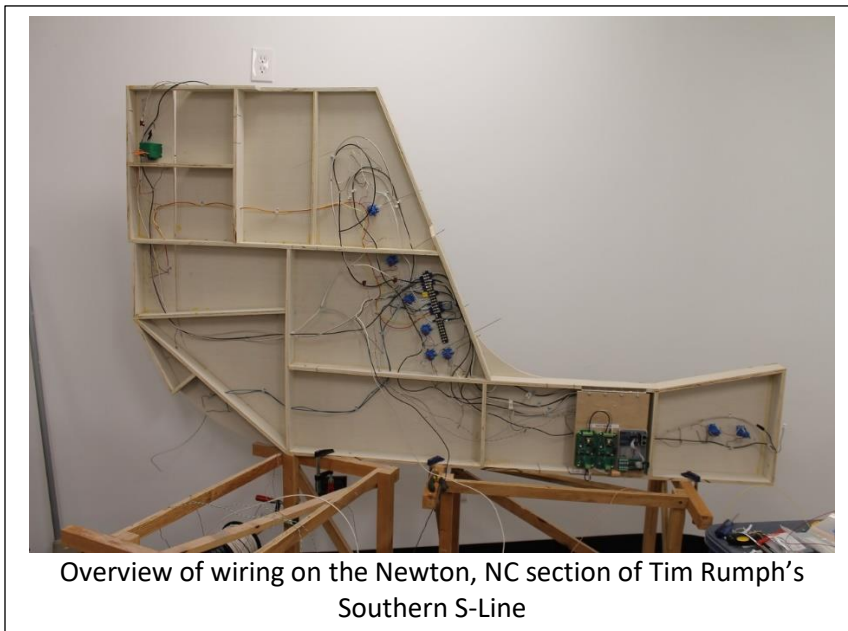
By Tim Rumph

There is always more wiring, but I'll try to limit my wiring exploits to include fresh stuff. With a DC layout, a short circuit was likely to only effect one train, but with DCC, unless you break the layout into distinct sections, or districts, a short circuit anywhere can shut down the whole layout. While you can have multiple boosters and divide the layout up that way, boosters are expensive. They may also be unnecessary.

MMR Jack Parker's P&W layout uses four boosters, but it is a very large HO scale layout and runs lots of trains. It's not unusual that we have 15 operators. With one dispatcher that means 14 trains and yard jobs on the layout. He has many vintage brass steam engines with large, open frame motors, which can draw lots of current.

My layout, while it is large, will only have eight or nine trains and yard jobs running, and those are in N scale, with modern diesel models. It won't need nearly as much power as Jack's P&W,

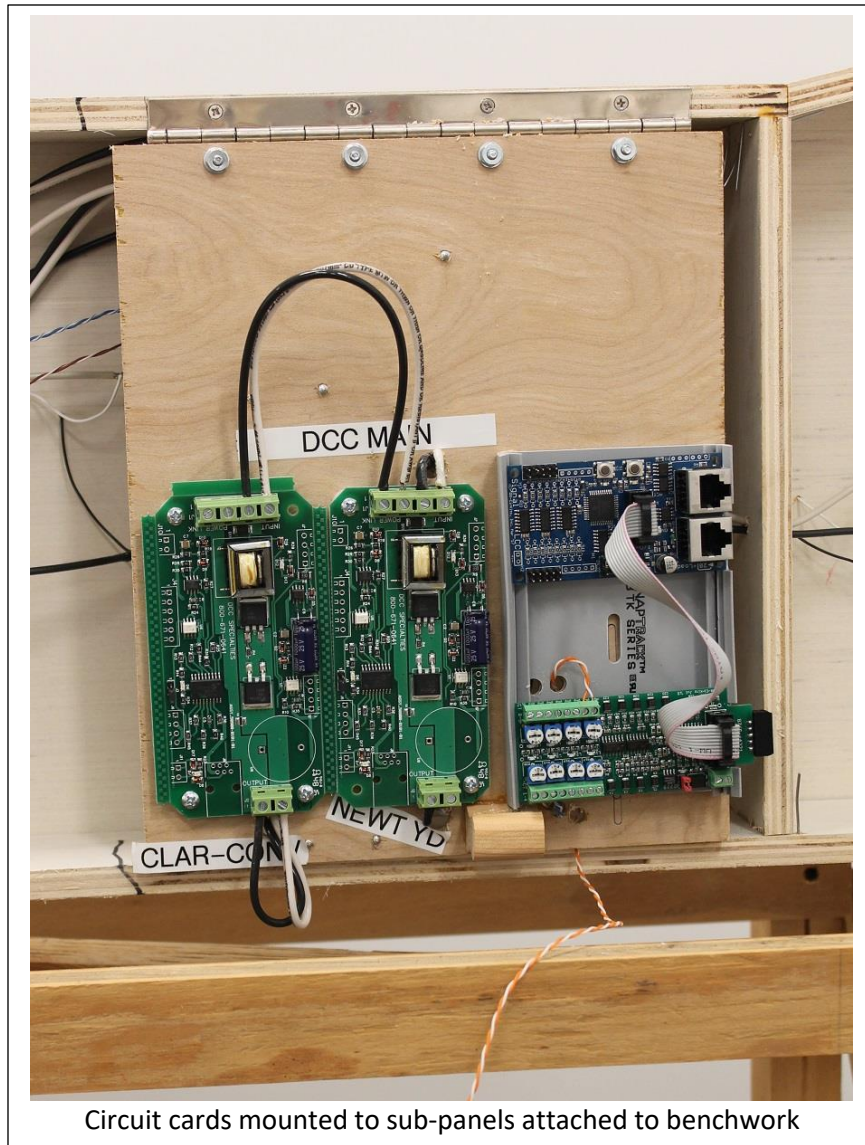
so one five amp booster will provide plenty of power.



Overview of wiring on the Newton, NC section of Tim Rumph's Southern S-Line

I still need to divide the layout into sections to provide short circuit protection. My approach to this is to split the main track up so that there will only usually be only one or perhaps two trains running in each section. Areas where there is a lot of track other than main track (to use the official railroad term) should be a section, separate from the main track. I'll have a couple of branch lines, and each of those should be a section, but I don't need separate main track and other track sections on the branches, since there will only be one train on the branch at a time.

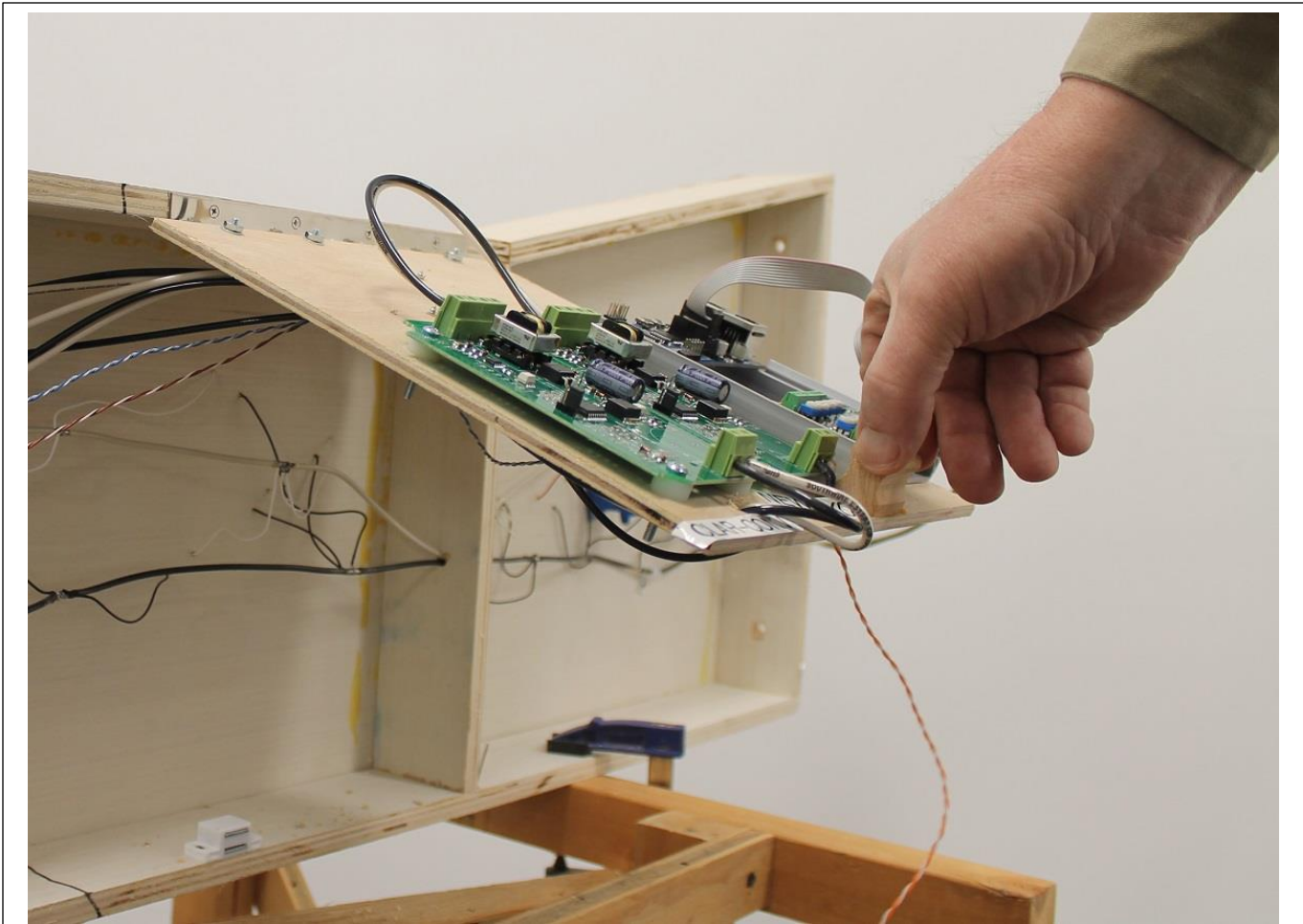
On the part of the layout that I've been working on, which represents Newton, NC, I'll have two sections. The first is the main track through this part of the layout, and that section will extend from Claremont to Conover. The other section will be the Newton Yard, which will also include the Gastonia staging yard.



Circuit cards mounted to sub-panels attached to benchwork

The photo above shows two ARX circuit breakers on the left side. These are made by [DCC Specialties](#) and available from many retailers. The connection to the main DCC bus is at the top, and the leads to the sections at the bottom. I'm using 12 AWG stranded wire for this. I've always used solid wire before, but the stranded wire is much easier to work with. Also on this photo are a couple of cards made by [RR-CirKits](#), the company owned by CSD member Dick Bronson. At the top right is his Signal LCC card, and his BoD-8 block detector card below that. More about those later.

As usual, I've got this part of the layout standing up on edge to make the wiring easy to get to. Once it's completed and tested, I'll put it in place. If I have any problems it will probably be with one of those cards. To make them easy to get to, I've mounted them on a hinged panel that can swing down from the bottom of the layout as shown on the photo on the next page. This one is hinged on the front edge of the layout. A similar panel under the Gastonia staging yard was hinged on the back because of the angle at the front edge of the layout there.



Circuit cards mounting boards are hinged to swing out for maintenance

That's it for wiring right now. In closing, I'll Shift to my hat as Layout Tours Chairman for the 2020 MER Convention - I've had several offers of layouts for tours and operating sessions for our convention hosting in 2020. **Your layout should be on that list**, so please contact me about it.

Tim Rumph
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Lancaster, SC 29720

Developing an Operating Scheme

By Andrew Stitt



My focus in model railroading has been operating for a long time. I can remember setting up the plywood railroad in our attic, and wondering where the train was going as it rounded the circle of track endlessly. When the first switch/siding was introduced, I felt the railroad had a reason to exist.

Over the years, my interests in what railroad to be inspired by has changed several times. While I tended to stay away from mainline modeling (I was raised next to a PRR line that saw one train a day), it still mattered to me who the line's customers were, and what their needs were. Are they large customers requiring a dedicated daily service, medium sized with a variety of inbound and outbound needs, or a small firm with a weeded siding? My professional career, for the first half, was in outside industrial sales. This afforded me the opportunity to see manufacturing facilities, and how many different things were made. While most of these did not require rail service, seeing how they operated gave me a sense of urgency they had for raw materials, as well as shipping outbound finished goods.

Moving forward, I presently model York Rail, based in York, Pa. This shortline railroad is made up of a combination of several former railroads, and services industrial accounts in the area. They operate 5 days a week (normally) during daylight hours only. They are controlled by the Genesee & Wyoming parent company. Interchange is with both Norfolk Southern, and CSX.

When the layout evolved into the capability to have operating sessions, I started out with the idea of doing switch lists. I have used car cards and waybills while operating on other layouts. I chose not to use them as (my opinion) I felt they are better suited for operations where the rolling stock has the potential for multiple stops at customers prior to interchange outbound off the layout. As I desired to base my time era as current (relatively speaking), I anticipated most of my traffic would come in by interchange, be delivered to the customer, then picked up and interchanged back outbound.

Not being sure how I wanted to manage these switch lists, I decided not to invest in a custom made (proprietary) switch list program, but to explore my options first. I became aware of the [JMRI](#) program for generating switch lists after I starting composing my own on Excel. Initially, I included identifying information in addition to the car's reporting marks and number. As we rolled through operating sessions, it became apparent to me that this additional information didn't really matter as I observed the operators being more concerned with reporting marks than the color of the car, or the AAR classifications. (Too much information.)

With all this being done, I had an "A Ha" moment about a year ago. I had been creating switch lists for every train which could take up to half a day! I realized that I did not need to be doing that for through trains that did not involve any switching moves! What an idea! So I created train orders specific to those trains to replace these switch lists. No problems so far with that. The next modification involved my two major industries which have their own dedicated train crews – Glatfelter Paper, and Wheeling Iron & Pipe. As these operations have many cars to handle, and

(potentially) interchange with multiple trains per session, I needed to find a way that was simple for me to create, and simple for the operator to understand. Again, I turned away from a switch list to a train order. By instructing the operator which sidings during a session were to be serviced, and which types of cars where to be delivered to specific sidings, I was able to avoid tying them up with looking for cars in their yards, or ones that were not yet delivered. So far this has worked well. Examples are shown below.

Form	Form
19	19
<p>Glatfelter Paper Rail Crew</p> <p>WORK ORDER No. #1</p>	
_____, 20__	
To: <u>Operator</u>	At <u>Mill Site</u>
	Station
Opr. _____	
<p>Two connecting York Rail trains per day. The AM train is to have <u>all</u> box cars from shipping, and the balance of the maximum 15 car train to be made up of MT pulp wood cars, and wood chip cars as available.</p> <p>The PM train will have all MT covered hoppers, tank cars, pulpwood cars, and wood chip cars to a maximum 15 car train.</p> <p>As before, mill sidings for receiving, dry chemicals, and wet chemicals may only be switched once per day. Any extra cars not delivered shall be noted for the next switch crew. Pulpwood, and wood chips may be switched as often as needed per day.</p>	
Made _____	time _____
	Opr. _____

Form

19

Form

19

York Railway

TRAIN ORDER No. #2

_____, 20__

To: Operator

At: Lincoln Yard

Station

X Train: Lincoln Yard to Hanover

Opr. _____

Proceed West from Lincoln Yard using Keller's Crossing to Main West. Proceed through West York junction through Thomasville to Hanover.

Made _____

time _____

Opr. _____

So, my guidance to you is try and develop a system that works best for what you are trying to do. A combination of train orders, and switch lists has proven to be successful for me.



Jumping Back

By Ed Gumphrey

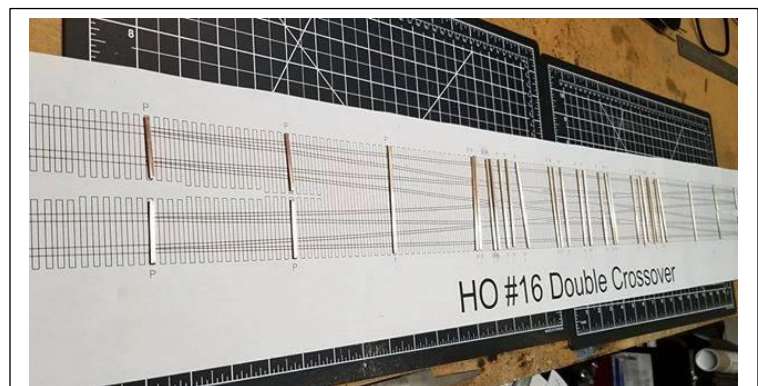
I'll close out this issue with a brief jump back to an earlier reference to [CSD's Facebook page](#). If you use Facebook but don't follow CSD's page, you might be missing out on some interesting posts. There's no need to worry about being inundated. There are only a few posts each month. You might find the following sample of some recent posts inviting....

The first picture was posted by Scott Perry. He said in his post that he's practicing his skills on craftsman kits and feels like he's rusty. Don't worry, your editor is already hot on his trail and he says he'll work with me for future publications. As the saying goes, Stay Tuned!



Scott Perry is practicing his skills

The second picture was reposted by Alan Hardee from on the Facebook page of [Oak Hill Model Railroad Track Supply LLC](#) where you can follow the process of building a #16 Double Crossover in HO scale. The finished assembly will be 54 inches long. Their FB page has some pretty interesting trackwork.



HO Scale #16 Double Crossover will be 54" long

Division Brass

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