

THE BRASS POUNDER



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

Volume 19 Number 4

April 2019

Superintendent's Corner

By Alan Hardee

Division Coming Events

(See CSD Website for
further details)

Wade's Train Town
Open House
Saturday April 13th
10:00am – 2:00pm
Brookford Community
Bldg
1700 S Center St.
Hickory, NC

Tichy Train Group
Visit for those
registered to attend
Saturday April 13th
10:00am
3260 Nova Lane
Burlington, NC 27215

CSD Monthly meeting
event for May will be
giving clinics at
Spencer Shops
during the Spencer
Shops [Train Show](#)
NC Transportation
Museum
1 Samuel Spencer Dr.
Spencer, NC 28159

No Fooling, It is April already. The weather is getting better for outside activities and / or restarting work on your model railroad. It's also great for a road trip to Tichy Train Group's facility in Burlington on April 13th. We are invited guests with our neighboring Carolina Piedmont Division 13. Please contact our Clerk, Ed Gumphrey for signup and carpool information. This will be our monthly meeting and activity for April. We will not meet on the third weekend as that will be Easter.

The May 18th meeting will again be at the North Carolina Transportation Museum in Spencer. This is their annual train show and we have been asked to provide clinics again this year. Please contact Gil at webmaster@carolinasouthern.org to sign up to do a clinic.

Thanks to everyone that brought a "Show and Tell" item for the March meeting. It is great to see different projects that our members are working on or just completed. While I am on the topic of projects, don't forget our summer meetings. These meetings will be hands on, get dirty (maybe), make and take clinic workshop on Painting boxcar shells in June. We will then use the same boxcar shell for decaling in July. August will be weathering the boxcar shells using air brush and / or powders.

Let us all enjoy our Spring and Summer meetings. Hopefully everyone can learn some new skills to use on their own layouts. No Fooling.

UPCOMING AREA TRAIN EVENTS

17th Annual NC Rail Expo

**Saturday April 6th
9:00am – 4:00pm
Hickory Metro Center
Hickory, NC**

Trackside Train Day

**Saturday April 13th
9:00am – 5:00pm
101 Randolph St,
Thomasville, NC 27360**

Spencer Shops

Train Show

**Saturday May 18th
9:00am – 5:00pm
And
Sunday May 19th
Noon – 5:00pm
NC Transportation
Museum
1 Samuel Spencer Dr.
Spencer, NC 28159**

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

Mother nature played a little bit of a April Fool's Day joke on us as I finish up this edition of our newsletter. A forecast of a slight chance for a dusting of snow April 2nd! Really?? In spite of this unusual forecast associated with a building coastal storm, I'm still pretty sure spring is here.

In Division and Regional news you'll see a recap of our March monthly meeting. I think the "Show and Tell" event was well-received, and the promise of some hands-on clinics through the summer is good news.

Scott Perry starts out the string of articles with his story about how the Achievement Program was conveniently brought right to his house. This certainly underscores the many comments about the AP from Gil Brauch, MMR; Chairman Neal Anderson; and MER AP Manager Dave Chance. Tim Rumph takes a side trip to start discussion of reverse loops. He'll provide some ideas about different ways of handling control and wiring in more articles on the subject. In Ed Smith's layout update you'll also see mention of enthusiasm for the getting involved in AP projects. There's some how-to guidance from Andrew Stitt on making wrapped lumber loads.

Finally, there's an update from Chip Stevens about Liberty Bell Special to whet your appetite for attending the MER Convention in Philadelphia. I close with a chuckle for your enjoyment. I hope you enjoy this edition. As always, I welcome your feedback and submission of articles.

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**

Clinic Volunteers Wanted

Our Division will be participating in the Spencer Shops Train Show at the NC Transportation Museum, Spencer, NC on Saturday May 18th by hosting several clinics/demonstrations during the day. These events are planned to be about one hour long and focus on showing folks who 'drop by' how we do some of the neat things involved in "The World's Greatest Hobby". So far Bob Halsey, Fred Miller, and Scott Perry have volunteered to help out, but we need about two or three more of us to fill out the schedule.

The tables will be in a high-traffic open space in the Roundhouse. There will be two tables and four time slots for each table: 10 and 11 am and 1 and 2 pm. Last year our presenters covered topics such as ballasting, creating open loads, cardstock buildings, decorating with animals and livestock, making trees, and other similar topics.

Here is your opportunity to do a "hey, that's neat" demonstration of your favorite aspect of the hobby in a no-risk environment. Pick any topic except building fences (Bob Halsey has that market cornered) or using neat electronics on your layout (Fred Miller has that one covered, of course). Scott Perry will dig into his considerable 'bag of tricks' for his part – but has not specifically committed to any particular subject yet (c'mon Scott...). Volunteers cheerfully accepted. Just contact Gil Brauch at: webmaster@carolinasouthern.org before May 10 so he can finish coordination with the Museum staff.

DIVISION AND REGIONAL NEWS

By Ed Gumphrey

Our Division's monthly meeting for March was held at Hunter Acres Baptist Church on Saturday, March 16th. Our thanks to Roy Becker and the church for getting us this venue. The theme for the meeting was a "Show and Tell." There was a good turnout for the meeting, with 18 members in attendance. Superintendent Alan Hardee started the meeting by opening the floor for various reports.



Hunter Acres Baptist Church



Christ The King Church, Charlotte

RMU Chairman Doug Algire gave a brief post-event summary for the 2019 RMU that was held in January. There were more clinics offered than last year, and all the available classrooms were used. Doug provided clinic feedback sheets to those who gave clinics and also noted that the T-Track display was a real hit, especially during the lunch break when everybody was in the multi-purpose area. As to future planning, Doug noted that next January Christ The King Church will not be available for RMU due to planned expansion

construction. Doug put forward the idea that we might consider not holding RMU in 2020, but rather put our efforts into hosting the MER Convention next fall. There was open discussion, with the prevailing idea that, since it is viewed by many as CSD's "signature event", that we should work to find an alternate venue so that RMU can still be held. Division officers will work to find an alternative location. If a suitable location is arranged, we will hold RMU in January of 2020.

Gil Brauch, MMR, noted the need for volunteers to give clinics during our May meeting, which will be held at in the roundhouse at The Spencer Shops. See the banner at the top of the previous page and contact Gil if you can help out.

Convention Chairman Neal Anderson gave a brief report about preparations for CSD to host the 2020 MER Convention in October next year. It was alarming to hear that although Neal had made preliminary inquiries with various motels he is still awaiting MER action to complete the required negotiations to secure a venue. Neal has been ready for the next step since last November, but Eric Dervinis, MER's Executive Convention Committee Chairman has been unable to schedule a trip to the area for his actions. Neal reported that we have already lost one of the potential sites, and the remaining choices are increasingly pressuring for a firm commitment. There was some open discussion about how to best pressure MER to complete their actions within a reasonable time or the Division is at risk of losing suitable venues. Many are concerned that continued inaction puts the potential for success at great risk. Superintendent Alan Hardee will contact the MER to try to get convention planning back on track. If unsuccessful, the Division will consider withdrawing our offer to host the 2020 convention.

After those discussions, the fun started.

"Show and Tell" started with Scott Perry talking a little bit about his amazing work building his General Mercantile adaptation of a craftsman kit by [KC's Workshop](#) called Pop's General Store. He also showed us his scratchbuilt loading platform. The first two pictures on the next page show a couple of overall views of Scott's structure that he let me copy from his Facebook posts, followed by pictures of the loading platform. A couple of weeks after the meeting, through a string of emails, I was prompted to do a little bit of web browsing and discovered that Scott Perry has a blog. As Paul Harvey would say, that's the "rest of the story". His blog is full of entries showing his fine work in step-by-step fashion as well as railfan photos, links and other information. Check out Scott's blog at <https://modelrailroadersnotebook.blogspot.com/>. Explore his many earlier posts. You won't be disappointed.



Left front view of Scott Perry's General Mercantile



Left rear view of Scott's General Mercantile

Roy Becker showed us his custom painted NYC GP-7 as an illustration of how you can use an airbrush to good advantage. He used that as a segue to talk to the group about our upcoming hands-on clinics at this summer's meetings. We will begin in June with basic airbrush techniques, when members can paint Athearn boxcar shells the Division has. Several airbrushes will be available. Roy made arrangements with [Badger](#), who will supply four different colors of their acrylic paints and [Microscale](#), who will provide decals. During the June meeting you'll paint a shell, with application of decals at the July meeting. You'll



Roy Becker's custom painted and decaled model of New York Central's GP-7 #5629

finish up your airbrush project in August by applying weathering. Jack Parker, MMR will provide guidance on weathering, both with weathering powders and airbrush.

MMR Gil Brauch presented the group with a notebook containing all his paperwork supporting his Achievement Awards during his journey to become a Master Model Railroader. His point was well illustrated – we shouldn't fear the idea of preparing the paperwork necessary to support the evaluation of our modeling projects. Gil encouraged the group to participate in the Achievement Program, and expressed his strong opinion that most of us are much closer to earning Merit Awards and Achievement Certificates than we might think. He also emphasized how most members can readily qualify for the first step – a Golden Spike Award. Gil's thoughts were echoed by MER AP Manager Dave Chance.

Ed Smith was up next, and showed the group a corner lift-out he built for his model railroad. Ed explained that he had to provide access in a corner of his basement where his water service enters the house. He showed pictures of the corner and the pipe entering the house, where the

shutoff valve may need access or maintenance. Ed decided on a lift-out built on extruded foam board. Interestingly, the structures on the lift-out are N scale, chosen to enhance the sense of distance when it's in place on his HO scale layout. The detail and application of scenery speak volumes about Ed's skills. As your editor, I wish the picture did justice to his work (that's another story – I'll plan on arriving at future meetings better prepared to take pictures). You can see a picture of this lift-out in place as part of Ed's update article beginning on page 12.



Ed Smith's corner lift-out. See it in place in his article on page

Fred Miller, MMR and CSD electronics guru, showed us his latest project. Using small electronic display chips ([Systech SSD 1306](#)), Fred created animated display signs for the windows of his HO scale hobby shop. Most of the technical data flew past my comprehension, but the sight of changing signs in a small structure is captivating. The cost for this installation was less than ten dollars! The picture to the right shows an overall view of Fred's structure. It uses two of the small displays. It's a shame a single picture can't capture the changes. Fred has submitted an article to Model Railroader about this project, and I certainly hope they publish this fascinating project.

I brought along a craftsman kit that I had picked up at the previous week's train show in Fletcher. My reasoning was to let members look especially at the depth of information contained in the instruction booklet. Hopefully I showed that high end craftsman kits are well worth the investment.



Fred Miller, MMR showed his hobby shop. The black-and-white signs in the windows are animated and randomly change. Photo by Fred Miller.

A final note about Division activities was provided in living color by Dave Chance wearing his hat as Vice President of the Concord Area Model Railroad Club

The final(?) work session on Sam Richardson's HO layout will be on Saturday April 20. Come as early as 9:00am. So, get off your "excuse" and go help Doug and Sam!

For more information: Doug Algire dalgire@comporium.net

Dave Chance, CAMRRC VP

AP Evaluation Served Home Style

By Scott Perry

You can be a lone wolf modeler and do okay by yourself working on your layout. However, I'd argue that belonging to a great Division and making friends is not only more fun, but will better develop your skills and do it much faster.

Over the past two months I've buckled down to work on my Achievement Program projects and I was able to get three structure models completed. I texted Neal Anderson, our Division AP Chairman, and asked what was the best way that I could bring my models to him for evaluation. Not waiting one second, he replied that he would come to me and asked what was the best day and time. We set the date for Friday night at 4:30 pm. Neal lives at least an hour away from me, and was driving in traffic.

Three men arrived carrying briefcases, file folders and backpacks full of forms, pencils and other materials they would need for the process. Dave Chance, our MER AP Chairman, arrived in person to help with the evaluation along with Bob Halsey, an evaluator-in-training. Neal and the team were met at the door by a very excited and nervous Scott. To this day I don't know why I was nervous because it was a fantastic evening.

Dave and Neal took the lead and began going over the eleven-page novel I wrote for the General Mercantile building in HO. I brought this one to the last Division meeting. They were pleased with the heavy detail and modification to this craftsman kit. They pointed out several things that I could do to improve or make my next model better. Each took their time and gave me positive feedback. I did not cry, bleed or scream during the process. The men rewarded my patience with a Merit Award score.



Dave, Bob, and Neal evaluate the General Mercantile



Bob and Dave evaluate the Assay Office



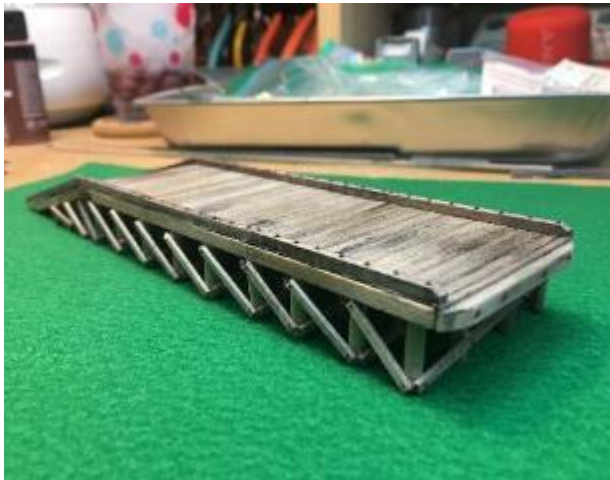
Right rear view of General Mercantile



Left side view of General Mercantile

Still joking around, the team got started on the next model which was a scratchbuild board-by-board loading dock. Bob reached into his bag and removed a pair of rubber gloves and put them on his hands. I left the room until Neal said it was safe to come back in. Turns out he just didn't want to get finger prints on the model! The men took the freight dock and went over it with a fine-tooth comb. I told them in advance that I do the AP Program to learn and grow, so all critique is welcomed. They were able to educate me on the difference between nut/bolt/washer castings and lag bolt/washer castings, along with other great pointers! Oh, and another Merit Award!

Neal's stomach began to growl so we ordered some pizza and discussed all sorts of railroad topics, tips on judging, NMRA contests, and a million other things. I'm always surprised at how friendly and intelligent model railroaders are. We cleaned up the table and by now it was 10:00 pm.



The freight loading dock in HO scale is completely detailed underneath with over 201 bolt castings and earned a Merit Award.

The last model up was a two-story Assay Office and Stage Coach Station in HO scale. This was a craftsman kit and I knew it would be very close in getting enough points to get a merit award. I did what any modeler would do and handed a \$50 bill to each of the Judges. They politely handed it back and said, "Let's see what it will score before we go that far!" After pouring over every board of the model's construction, every painted detail and every single shingle on the roof, they came to their final judgement. The last model squeaked by with 88 points and a bit of generosity. I hope they don't look that far away when they are driving home! That makes three Merit Awards for the night.



At 11:30 pm the caravan headed back North, and we said goodbye. Where else can you make three great friends who will drive an hour on a Friday night to sit in your kitchen and teach you about building models? The NMRA, that's where. Work on your Achievement Program projects today!

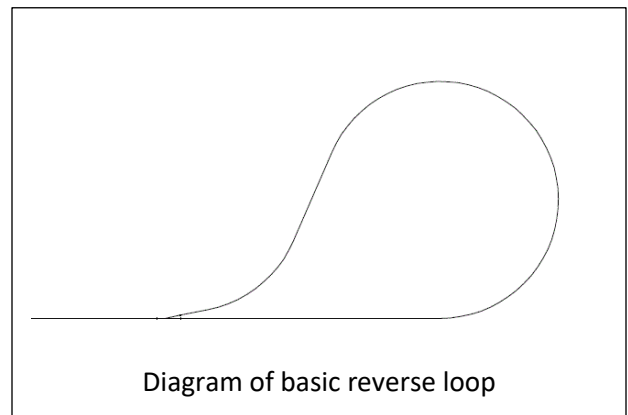


My Southern S-Line Reverse Loops 1: What is it and Why?

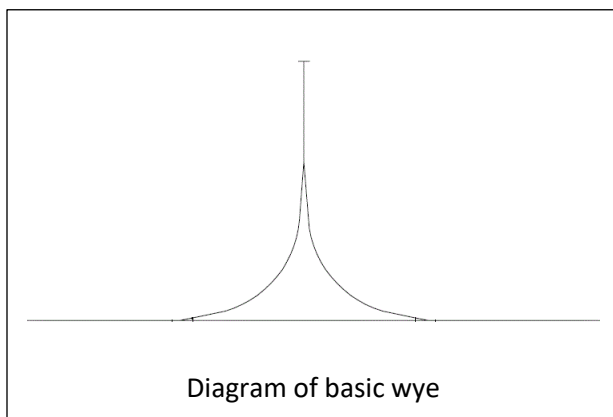
By Tim Rumph

I follow several on-line forums dealing with model railroading. One of the most frequent questions that come up deal with reverse loops.

So, what is a reverse loop? It's any arrangement of track that allows an engine, or more than one engine, coupled together, with or without cars, to turn around and head in the other direction from when it started. The picture on the right is of the classic reverse loop. It's actually a loop and the train goes through, flips around, and comes back the other way.

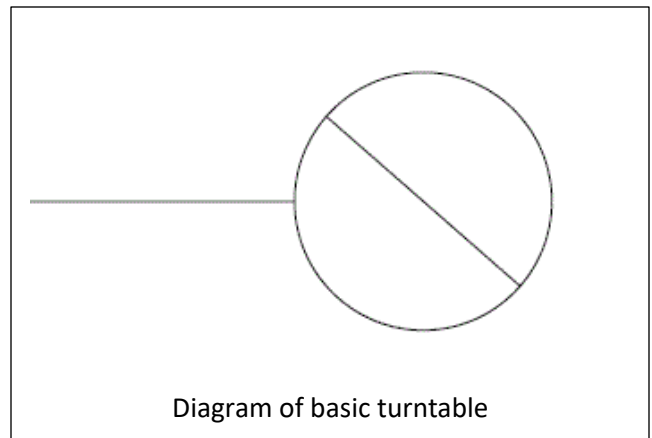


This is no problem on the prototype, or on a layout built with Lionel or Märklin track, but on our electric two rail layouts, this causes a short circuit. If it causes a headache, why do it at all? Sometimes you want to turn a train or engine around so you can run it back the other way. It might be that the line you are modeling has one of these.

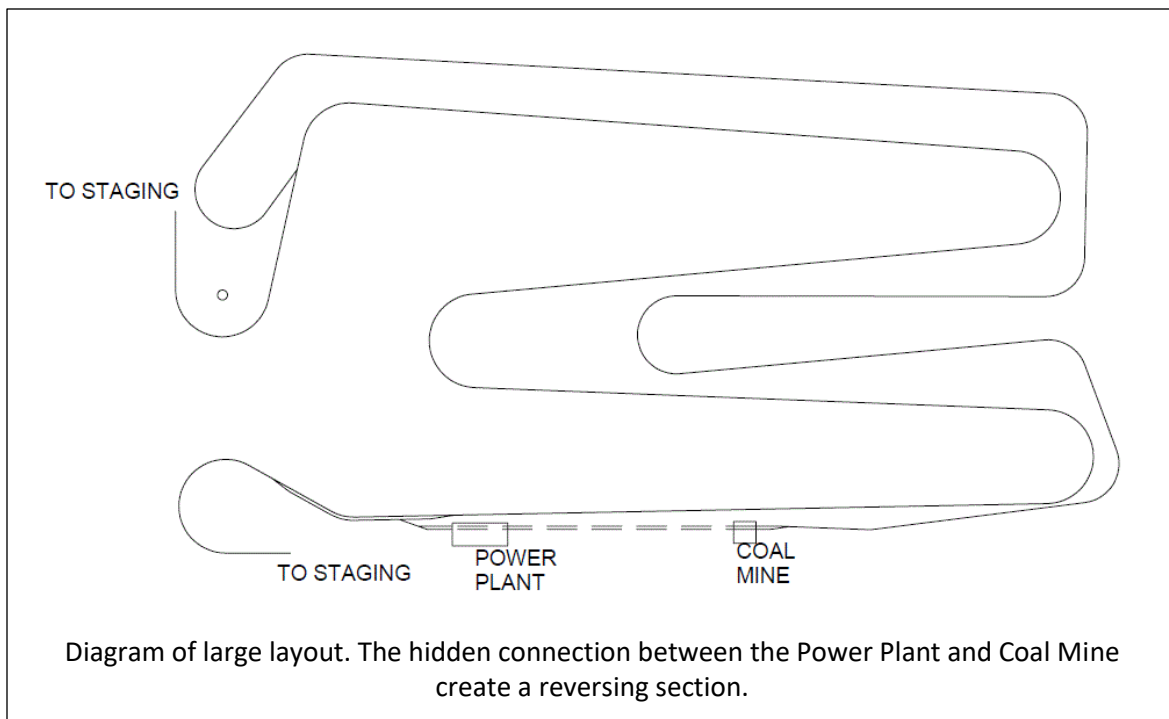


Sometimes you just need to turn an engine around at the end of a helper grade or a branch. In that case, a wye might be the solution, as shown on the left. Sometimes this can be a junction where a branch line goes off and you need to handle trains from both directions, such as the one in Salisbury where the S-Line that I'm modeling leaves the Southern's main line.

In an engine terminal, you need to turn steam engines around, and the most compact way to do that is with a turntable. This also allows access to other tracks, in a roundhouse or outside of it. Many people don't think about a turntable being a reverse loop, but it allows you to make an engine go back the other way, so it is, just as much as the classic loop or the wye. Some exhibition layouts have very large turntables behind the scene that allows entire trains to be turned around.



In these examples, it's obvious that there is a reversing loop. Well, not always a loop, so let's call it a reversing section. If you are building a large layout, sometimes a reversing section can sneak in while you're busy planning or building the layout. Look at the example below.



This is a good size layout that has a main line running between two staging yards. It also has a coal branch that loops around and ends at a large coal mine. This layout has an empty/load pair between the mine and a power plant. Now, follow a train around the main line and across the branch, through the hidden connection, and it's now going the other way. Therefore, we have a reversing section that needs to be dealt with. Realizing this ahead of time works better than finding out about it after the fact, when you get a mysterious short circuit and you need to rewire it.

Now that you can recognize reversing sections in your track plan, you need to determine which method you will use to deal with proper wiring and control. The next part of this discussion will start exploring various methods available.

That's it for this month. CSD still needs more layouts to share with our guests when we host the 2020 MER Convention next year, so call me about yours!

Tim Rumph
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tarumph@gmail.com
718 Canterbury Dr.
Lancaster, SC 29720



Looking Back

By Ed Smith

Time surely flies by. I can't believe it's been almost a year since I decided to respond to Ed Gumphrey's request for articles in the Brass Pounder. My decision to write updates on the construction of my Erie Delaware Division layout has changed all aspects of the hobby for me. First, the modeling aspect has become more structured and efficient. Although time consuming, goals have been reached. But more importantly, it has changed me socially. I have become more active in our division. With that comes new friendships, interesting projects, new responsibilities and the rewards of the A.P. Program. All of this is centered around our great hobby.

First, an update on the Delaware Division. I've completed the upper and lower deck staging areas, both approximately 30' in length. The upper staging is the western terminus and has 9 tracks. The lower staging is the eastern terminus with 8 tracks. A word to the wise, plan your scenery before installing all of the track. Since this is staging, I neglected scenery, but since this is visual staging, lack of scenery didn't look right. It was more difficult to add, especially installing printed backgrounds on the lower deck, but the finished product was worth it. (Figures 1, 2, 3)



Figure 1 - Upper Staging overall view. Notice that track turns the corner at the far end of the view.



Figure 2 – Lower Staging overall view



Figure 3 – Upper and Lower Staging after turning the corner.

Leaving the upper staging, I completed about 30' of the mainline (2 tracks and DL&W), and put in some scenery. This has a large prototype coal business (Craftsman kit) and a large N-scale dairy farm. (Pics 4, 5, 6) The farm was built as a lift-out to hide the water line for the home. N-scale was used for the illusion of depth in the scene. My goal is to scenic the upper deck first, where possible, to prevent too much of a mess on the lower deck, but still lay the lower deck track, as in the Port Jervis area. (Pic 7)



Figure 4 – Coal industry on upper mainline

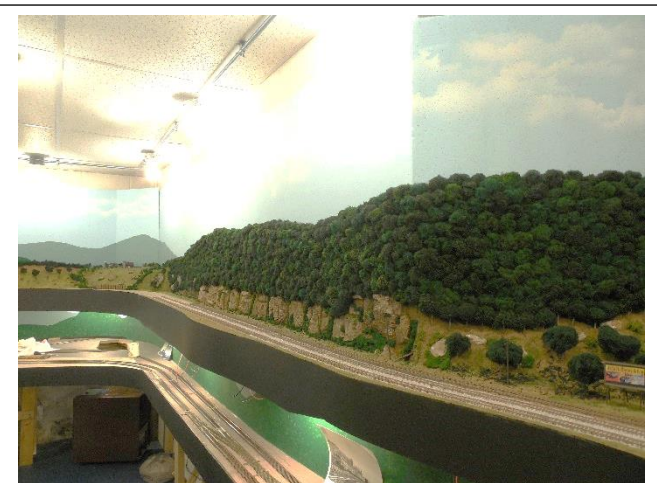


Figure 5 – Scenery along 30' of upper mainline



Figure 6 – Corner lift-out in place



Figure 7 – Lower Level Port Jervis area

This led me to a surprising turn of events. I invited Dave and Michelle Chance over to view what I was building and see if I had built enough for the Golden Spike award. After a pleasant visit, where I received many helpful tips and suggestions concerning AP awards, I qualified for the Golden Spike. But to my surprise, I also had done enough to qualify for the AP Achievement Certificate in scenery. So, what was a delightful visit also turned out to be very productive. The main point being, if you're building a layout and are interested in the Achievement Program, you may have completed several qualifications already.

Back to the layout. There have been some setbacks. The major one is electrical. After the visit, I tore out my feeders (#12 AWG) for the layout. There were two reasons for this. First, my feeders were not twisted pairs. After reading several major periodicals, all expounding on doing this, I decided to research this topic and start over. That said, after talking to members in our Division, I have yet to find anyone who has done this. I contacted [Digitrax](#) and, although agreeing with the twisted pair theory, they had no definitive view on the issue. I am leaning toward re-installing what I had after solving problem No. 2.

Problem No. 2 is deciding on a signaling system. I have decided to pre-wire the signals as I install the feeders. I've settled on a 3 aspect, ABS signal system, for the double track mainline. There are 17 districts on each track, for a total of 34. I want to control mainline activity but not be as elaborate as, say a Bruce Chubb layout. My quandary is what to use to drive the signals. I've decided not to use [JMRI](#), a computer interface, because the setup, etc. can be a hobby in itself. My choice is a hardwired system. I've excluded optical sensing and decided on current detection. With modern technology these systems are less plentiful as compared to 10-20 years ago. I've settled on [Dallee Electronics](#) and I am in the process of compiling a list of all the hardware necessary for a 34 district system, while trying not to get sticker shock in the process. Since this is still a fluid situation, I'm still open to any thoughts or suggestions, if anybody has them.

So, what's the future hold? With the Regional Convention coming here in October 2020, I would like to be on the open house schedule. I think a layout under construction can be an interesting venue. But I also believe my mainline, all 700', should be operable. That is my goal for 2019. Not only does track have to be laid, but 10 different bridge configurations have to be completed,

including through truss, plate girder, deck truss, and stone arch, all prototypical to the Delaware Division (Figures 8, 9,10,11,12,13). Most are kit built, and nearly completed but not installed, but two will

be scratch built to comply with the AP structures category. To help me keep the desired scenes in focus, I have photos of the prototype scenes throughout the layout



Figure 8 – Four Walther's truss bridges



Figure 9 – Two truss bridges where mainline connects for continuous run connection



Figure 10 – A photo of the prototype scene where a plate girder bridge will span a highway



Figure 11 – Commercial Hydrocal castings will be used for this single arch stone bridge

It's been a very good and productive year. The layout is moving forward, I'm more involved in our division, I've made inroads in the AP program with attainable goals in the near future, and, most importantly, I've been able to meet many new friends and modelers, all with the same desire and ambitions in the hobby. So, if you're reading this and want to get involved, just like I was last year, take that step. Attend a division meeting. You'll find it rewarding.



Figure 12 - Multiple Hydrocal castings of arch segments and piers are combined to build a model of Erie's signature Starrucca Viaduct. The 1040 foot long viaduct was completed in 1848 and was the longest viaduct of the 19th century. The prototype is still in use today .

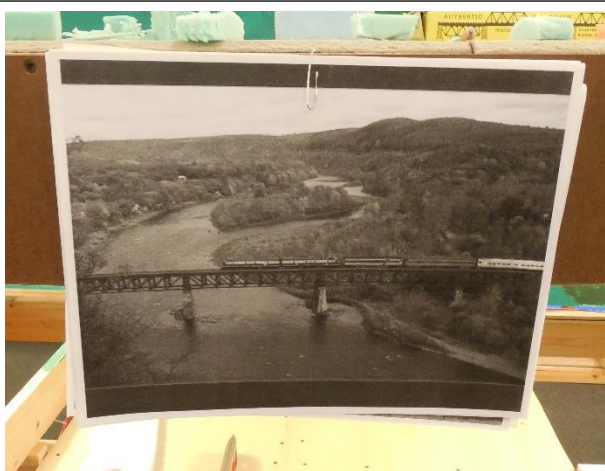


Figure 13 – A photo of the prototype occupies the future location of a scratchbuilt deck truss bridge.

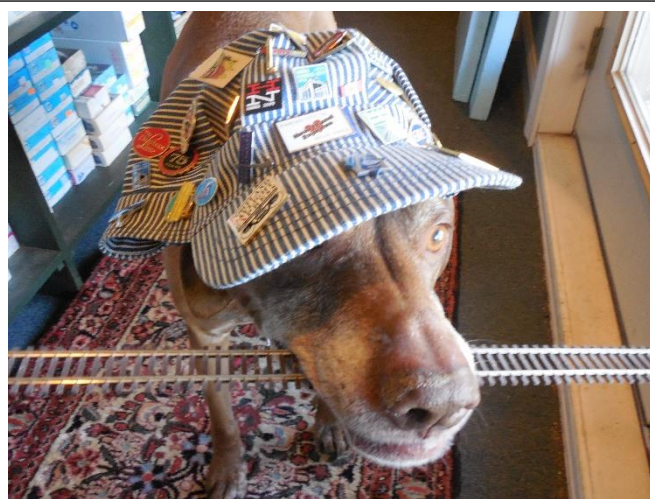


Figure 14 – Ed Smith's eager track laying apprentice

Well, I have to go.... My track laying apprentice wants to go to work. (Figure 14) I'll try to keep you updated on my progress in future articles. Until then, ED



Making wrapped lumber in HO scale

By Andrew Stitt

A while ago, I decided I wanted to make a lumber rail to truck transfer (referred to as a trans-load by the building products industry) for my layout. As I model current era, I wanted the units of lumber to be wrapped. It is my belief that the producers for construction lumber from Canada or the Pacific Northwest started wrapping their lumber to be used in construction in the mid 1980's. (Note that southern pine producers do not wrap their lumber to this day.) I looked on the internet to gain insight into how to make wrapped units of lumber. I thought I would pass along what I found, and how I made the wrapped units.

I found a source on the internet (through [Model Railroad Hobbyist](#)) for printing the lumber wrappers. I was able to print the wrappers on my color printer. They were laid out so that the user can cut them into strips to represent both sides of the unit of lumber with the printed cover appearing right side up on each side. I next sourced balsa wood $3/8"$ x $1/2"$ (which is very close to HO scale for full units).

I cut the balsa wood to different lengths to represent lumber in 8', 12', and 16' lengths, the most commonly used. After sanding the edges to remove any splinters, I began by using tacky glue to laminate the wrapper to the top (wide edge) of the wooden block. I then glued both of the long sides. After letting the glue dry for a while, I returned to the partially glued blocks, and slit the ends of the wrappers that extended beyond the block. This allowed me to wrap the ends (again using tacky glue) like a Christmas package. The regular printing paper I used for the wrappers did not resist the strength of the tacky glue and has held up well over time.



Step 1 – Laminate the printed wrapper onto the top of the pre-cut balsa wood core.



Step 2 – Fold and glue the remaining two long sides onto the core.



Step 3 – Slit the ends of the wrapper and fold them over like a gift package



Step 4 – You’re done. A wrapped lumber load ready for your favorite flatcar.

I would imagine, with a little manipulation of the wrappers with a printer/copier, and sourcing different sized wood, these wrapped lumber units could be replicated in other scales.

Here’s the next installment of advance publicity for the 2019 MER Convention.



Liberty Bell Special
2019 MER Convention Sponsored by The
Philadelphia Division – NMRA
October 10-13, 2019
Come celebrate trains in the cradle of liberty!

Information provided by Chip Stevens of Philadelphia Division

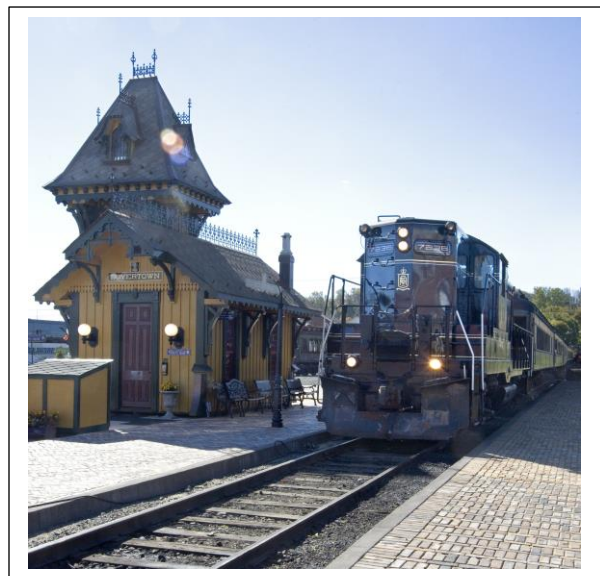
Greetings from The Philly Division/NMRA

We’ve been battling the cold weather as many of you have been recently, but we have made good progress on Liberty Bell 2019 scheduled for October 2019.

Our clinic schedule has begun to gel. We have a great list of speakers and subjects committed to us or penciled into our draft clinic schedule which will be published later this spring. The highlight so far is a seminar about The Hot Rod Chicken. No, it’s not barbecues or car racing, but the description looks intriguing. We have also had several well-known manufacturers volunteer to do “Make and Take” clinics carrying a small charge for materials.

But the biggest development firmed up is the Saturday, October 12th Day on the Colebrookdale Railroad. The railroad was a branchline of the former Reading Railroad. Our tentative plans are to meet at the Boyertown, PA yard at 9 AM to review the day's plan. We will then have a locomotive tour and go through the actual start up process for a day's locomotive work. Next, we'll have an abbreviated explanation of the conductors and brakeman's duties followed by an Initial Terminal Test and Inspection walk of our train and a crew meeting.

After boarding a passenger coach, there will be a raffle for tickets giving the winners an actual cab ride during the day's trip. Three photo run by's are scheduled prior to lunch in the dining car. After arrival in Pottstown, PA, a run-around is slated with a Continuity test scheduled prior to the start of the return trip to Boyertown. There is an additional photo op scheduled during the return trip which should reach Boyertown by 3 PM., in time for the Saturday night banquet. One of our division members is working with the railroad to add additional features to this exciting day. Cost information for this trip should be on the Liberty Bell website by the time you read this summary. Work is under way on additional tours, but so far, this is my favorite. The accompanying photos should whet your appetite to join this tour.



For updates and additional activities and convention and hotel reservations, please visit the Regional websites LibertyBellSpecial.org, MER2019.org, or LibertyBellSpecail2019.org regularly.

Well, the Fletcher Train Show is behind us, and the Hickory Train Show is next week. With train shows in mind, I'll close out this edition of The Brass Pounder with a little humor.



Division Brass

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