

# THE BRASS POUNDER



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

Volume 19 Number 7

July 2019

## Superintendent's Corner

By Alan Hardee

### **Division Coming Events**

(See CSD Website for further details)

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

**CSD Monthly meeting theme for June is how to decal railroad equipment. It will be a hands-on clinic to apply decals to the boxcar shells that members airbrushed last month. If you missed last month's meeting, there are some extra shells available.**

**Saturday, July 20<sup>th</sup>  
9:30am – 12:00pm  
Hunter Acres Baptist  
Church  
4520 Heman Dr,  
Charlotte, NC 28269**

Summer is here and as I noticed while cleaning the pool, it's HOT outside. What does that have to do with my column? Nothing, except to tie into this month's COOL summer clinic. We have plenty of decals to put on the boxcar shells that we painted during last month's meeting. Don't forget to bring them back to use again this month. A big Thanks to Roy for gathering the paint and decals from the manufactures for FREE. That is a great price for make and take clinics. Thanks also to Doug and Joe for bringing extra Airbrushes and compressors. It worked out great having 4 airbrushes each dedicated to one of the 4 colors. Don't worry if you missed last month and didn't get to paint a boxcar shell. We painted a few extra for you to be able to participate in this month's session. We will meet at Hunter Acres Baptist on Heman Drive at 9:30, July 20<sup>th</sup>. If you're new to our division, come out to visit with us and have some fun at the same time. We promise to have the air conditioner on for you so you can keep your COOL.

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## **UPCOMING AREA TRAIN EVENTS**

### **[Autumn Rails 2019](#)**

**Friday October 4<sup>th</sup>**

**12:00-7:00pm**

**Saturday October 5<sup>th</sup>**

**10:00am – 4:00pm**

**WNC Agriculture Center  
Fletcher, NC 28732**

**Columbia SC**

### **[Model Train Show](#)**

**Saturday, October 12<sup>th</sup>**

**9:00am – 3:00pm**

**Jamil Shrine Temple,  
206 Jamil Rd.**

**Columbia, SC 29210**

**Simpsonville SC**

### **[Model Train Show](#)**

**Saturday, October 26<sup>th</sup>**

**9:00am – 3:00pm**

**Simpsonville Activity &  
Senior Center**

**310 W. Curtis Street  
Simpsonville, SC 29681**

## **Editor's Notes**

By Ed Gumphrey

As Alan Hardee said in *Superintendent's Corner*, summer is here. That also means vacations. Such was the reason I missed CSD's June meeting and airbrush clinic as I visited my daughter and her family in San Antonio, Texas. Two highlights of that trip were my grandson's graduation Suma Cum Laude from high school, and a visit to the San Antonio Model Railroad Association. The latter highlight is recounted in this issue starting on page 16.

Back to the June meeting, my sincere thanks to Ed Smith for providing me with minutes from the meeting along with photos of the clinic; to Gil Brauch, MMR, for photos of the AP Awards presentations; and to Neal Anderson for updates on AP program achievements by CSD members. I couldn't have completed the Division News section without their help.

Elsewhere in this edition, I'm sure you'll enjoy Ed Smith's second article about his bridge construction, this month focusing on setting up the prototype-inspired scene. Similarly, Tim Rumph provides the fourth part of his series on various ways to handle electrical control of reverse loops.

Mentioning Ed Smith and Tim Rumph brings a point to mind. Their monthly contributions have been invaluable to the content of our newsletter. I'd like those contributions to be an inspiration to other CSD members to contribute. I welcome and need your inputs about your layouts, projects, and ideas. Please share your hobby projects with your fellow members. Contact me as noted in the banner below.

I close this edition with an update on the 2019 MER Convention, [Liberty Bell Special](#) to be held October 10-13 in King of Prussia, just outside of Philadelphia. My thanks to Chip Stevens for this update on convention planning by the [Philadelphia Division](#).

As always, I welcome your feedback and recommendations. This is YOUR newsletter, and as editor, I want to make it as enjoyable and valuable to CSD members as I can.

### **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

Information provided by Ed Smith and Neal Anderson

Photos provided by Ed Smith and Gil Brauch, MMR

I was in San Antonio, Texas visiting my daughter's family and attending my grandson's high school graduation, so I missed our June meeting. My thanks go out to Ed Smith, Neal Anderson, and Gil Brauch, MMR for covering my duties as Clerk in my absence. CSD's June meeting was held on Saturday, June 15<sup>th</sup> at Hunter Acres Baptist Church. Thirteen members attended the meeting.

Superintendent Alan Hardee opened the meeting with an introduction to the upcoming clinic on airbrushing by Roy Becker. He said he had hoped there would be more attendees, but the light turnout was sufficient. After some small talk he turned the meeting over to Neal Anderson, AP and Convention Chairman. Neal made three AP award presentations as shown in Gil's photos below. Henry Reeves received his Golden Spike Award, Ed Smith Received his Achievement Certificate for Scenery and Bob Halsey received his Achievement Certificate for Chief Dispatcher.



Henry Reeves received a Golden Spike Award from AP Chairman Neal Anderson.  
Photo by Gil Brauch, MMR



Ed Smith was awarded a Certificate of Achievement for Scenery.  
Photo by Gil Brauch, MMR



Bob Halsey was awarded a Certificate of Achievement for Chief Dispatcher.  
Photo by Gil Brauch, MMR

Although members weren't present to receive their awards, Neal also announced that Larry Paffrath had earned his Golden Spike Award, Seth Gardner earned an Achievement Certificate for Author, and Dave Thrans earned an Achievement Award for Chief Dispatcher. Neal also mentioned that two other members who had participated in his Chief Dispatcher course operating sessions were close to earning their credentials as well. Neal Also stated he is close to completion on his scratch-built engine, which will give him his allotted merit awards and AP Certificate. This will get him his MMR. Finally, he stated that anyone interested in the AP program should contact him. Congratulations to all these members for their accomplishments.



Breaking News as I develop this edition, from Neal Anderson's Facebook page on July 3<sup>rd</sup> comes news that Neal has finished his 7½" gauge engine and earned 109 points, qualifying for a Merit Award. Looks like we'll soon have another MMR in the Division. Neal

also posted this news on the Facebook page for Carolina Southern Division. Judging from the comments, Neal's work was well-received. Congratulations to Neal.

The pictures of Neal's locomotive on the next page are from his Facebook posts.



Neal Anderson's 7.5" gauge locomotive earned a Merit Award with 109 points.



MER AP Manager Dave Chance and Michelle Chance evaluating Neal's locomotive.

Neal's second area of discussion was an update on the regional convention in 2020. He stated the hotel rooms are finalized and he has a 6-point plan (checklist) of things to accomplish. At present the Division can't say much publicly about the 2020 convention until the 2019 MER convention, Liberty Bell Special in October is completed. Within the group at our meeting, a myriad of topics were discussed, but nothing specific was settled. There will be more news about convention planning and status in the future.

## **Clinic by Roy Becker**

Roy opened the clinic with an introduction of the equipment to be used. There are 4 types of air brushes. All are by Badger. One single action and three double action, with slightly different characteristics. Roy gave a demonstration on how to use the air brushes. Badger supplied the paint and the box cars were supplied by the NMRA. After his demonstration, anyone could step forward and air brush their box cars. The July meeting will have a clinic on decaling the box cars. The August meeting will have a clinic on weathering the box cars. Enjoy the photos by Ed Smith of members practicing their airbrushing skills....



Gil Brauch MMR, Joe Skorch, Alan Hardee, Roy Becker and Doug Algire setting up for the clinic.



Joe Skorch, Doug Algire and Roy Becker put the finishing touches on setting up.



Roy Becker starts his introduction as he draws a pipette of paint from the bottle.



Roy Becker demonstrates technique as Doug Algire and Nancy Campbell look on.



Members going to town with their airbrushes as Roy Becker tends to the infrastructure. I'm not sure where all the fittings came from.



Doug Algire and Nancy Campbell spray their boxcars as Joe Skorch and Bob Halsey evaluate their progress..



Henry Reeves intently concentrates on preparation details.



Bob Halsey looks at a detail Alan Hardee notices as Gil Brauch and Joe Skorch paint away.



Alan Hardee, Gil Brauch MMR, Nancy Campbell and Joe Skorch practicing their airbrush skills.



Alan Hardee holds up a finished shell. Yellow is a hard color to get good coverage with.

Thanks again to Roy Becker for procuring the paint from Badger, setting up, and presenting this clinic. Thanks also go out to members who provided compressors, air brushes, gloves, table protection, etc. This hands-on clinic was well received and next month's clinic on applying decals should be just as informative. Hope to see you there on July 20<sup>th</sup>.



## HOW QUICKLY TIME FLIES

By Ed Smith

There's an old adage that begins "Man's best laid plans...". These words describe my article this month. Last month I described how I scratch built the deck girder bridge at Mill Rift, NY for my layout. I ended the article by saying I would give an update on the finished scene this month. That's where the old adage comes in. Sometimes things just don't work out the way you plan. So, my article this month is about the same scene as of June 25<sup>th</sup>.

First, the bridge structure is finished. The bridge shoes have been added and the final Pan Pastel weathering is complete (figures 1 & 2). I had 2 abutments and 1 pier by [Chooch Enterprises](#) for the bridge ends and land pier, but needed 2 pointed piers for the river. Fabrication was an option, but I found 5 Hydrocal pointed piers on Ebay. They were made by [C.C. Crow](#). When I spotted these, I had no idea if the company was still in existence. So, let the bidding wars begin. After 7 days, I was able to purchase 4 of the 5 listed (figure 3). After another week, I received the piers. As it turns out, even though I discovered C.C. Crow is still in business, the website notes long lead times for their products, so my choice to buy on Ebay was a good one.



Figure 1 – Bridge shoes are visible where the truss sections meet.



Figure 2 – An overview of the completed bridge shows the pastel weathering.



Figure 3 – A hydrocal cast bridge pier from C.C. Crow purchased on Ebay.



Figure 4 – Modifying bridge piers by cutting off ends with a razor saw.

Now I had to square off one end of each pointed pier. This was done by carefully sawing off one end of each pier (figure 4). Next, I made molds using Woodland Scenic latex and the cutoff ends and remnant stone cut pieces (figures 5 & 6). I poured several Hydrocal molds, and after they cured, I cut, fitted, and laminated them to the ends of the piers.



Figure 5 – Making molds from remnants.



Figure 6 – Pouring Hydrocal into molds.



While the plaster cured, I started to prep the riverbed by cutting and carving Lowe's insulation foam board into the desired contours. Plus, I glued cardboard strip lattice to the background (figure 7). I covered the lattice work with red rosin paper. This will support the poly fiber background trees (figure 8). The river bed edges were sealed with latex caulk and the bed was painted with latex blue paint which I had available. Caulking the edges is mandatory because this will prevent the resin from leaking out when poured. I used Lou Sassi's ground goop to cover all the land forms around the river. Using black poly fiber, green ground foam, and cheap hairspray, I made a large batch of background trees (figure 9). This is sort of a Shake and bake application. You tease the fiber into small balls, spray with hairspray, and drop in container of ground foam and shake.



Figure 7 – Foam riverbed in place along with cardboard lattice for background.



Figure 8 – Lattice is covered with red rosin paper and riverbed painted.

After using the first batch of trees, I decided to add ground foam to land forms and complete the river (figure 10). I used Earth blend ground foam for the land around the river. For the next week, I struggled to get the riverbed the color blue I wanted. I used some spare available latex blue paint I had, Woodland Scenics under coat blues, navy and deep blue (figure 11). Finally I went to Lowe's. I took a picture I had of the river and matched it as closely as I could with their color chart. This process took over a week and five different test colors, but the result was worth it.

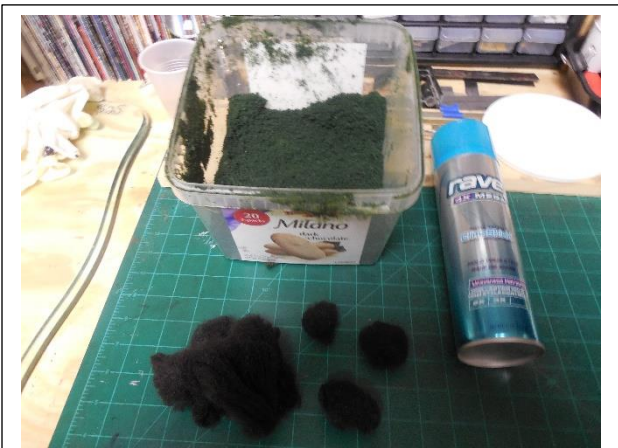


Figure 9 – Black poly fiber is covered with ground foam for background trees.

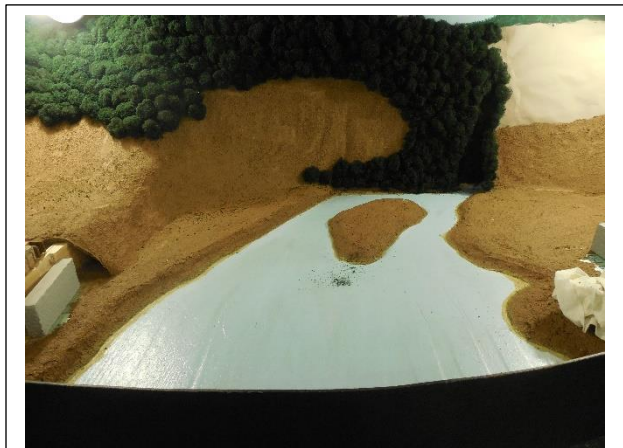


Figure 10 – Painted ground goop, and "puff ball" trees for the background.

I now added the reconstructed piers, rock effects, sand along the shoreline, debris around piers, and stone rubble on shoreline and around the island (figures 12, 13, & 14). Already behind schedule, the next step, pouring the river, really set me way behind.

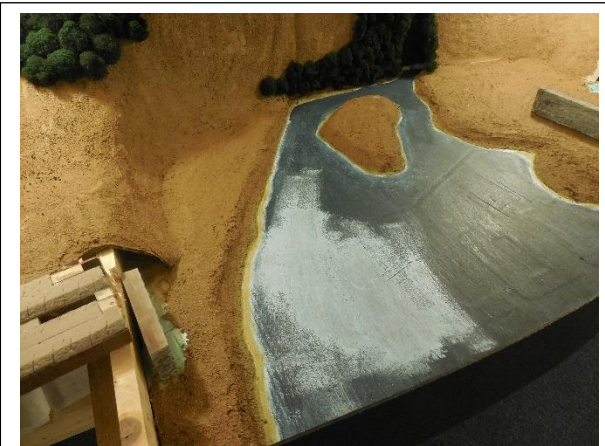


Figure 11 – Painting riverbed by blending various colors. Edges are caulked.



Figure 12 – Bridge piers, debris and stone rubble are added before pouring “water.”



Figure 13 – A closer view of the island area shows details along the shoreline.

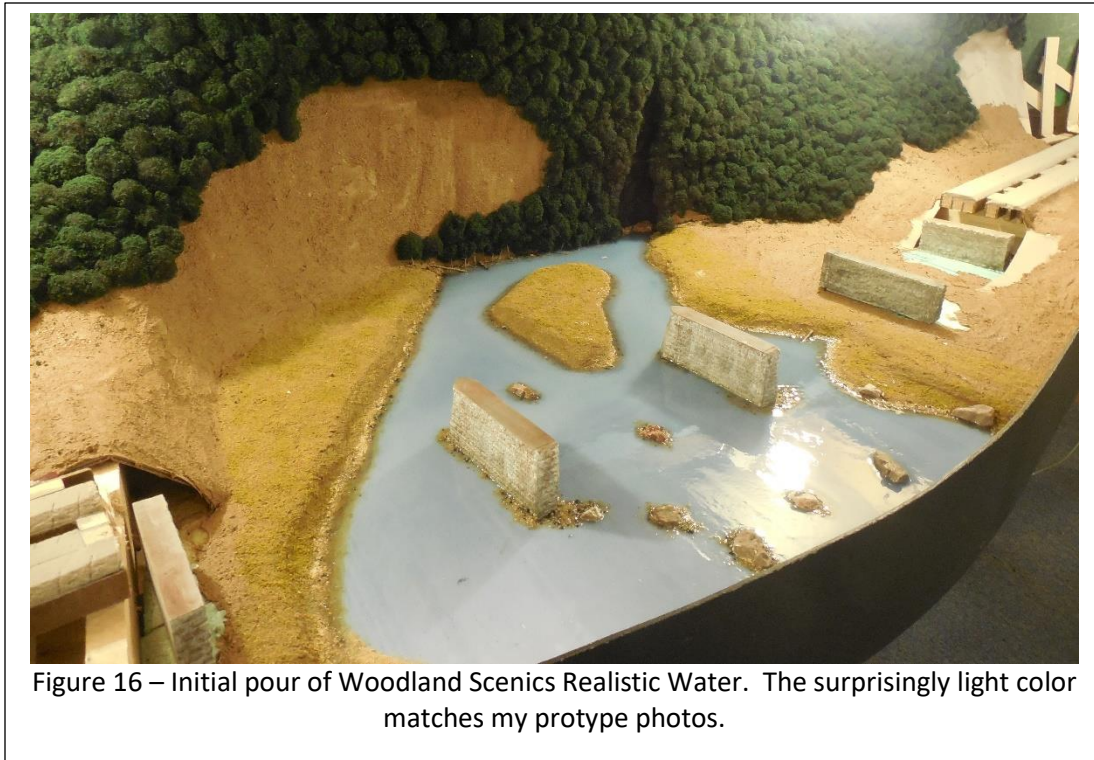


Figure 14 – A closer view of other river bottom features.

I first made a test pond. Using all the above paints and sealants for the river, I poured [Woodland Scenics](#) Realistic Water into the test pond. Using 2 different water tints, 1 turquoise, 1 navy, I poured half on one side, half on the other (figure 15). I chose the navy tint. On to the river. Using a 12 oz. plastic cup, I poured about 8 ounces of Realistic Water in the cup. I added navy tint slowly, a drop at a time, and stirred. When I had the desired color, I poured the mixture into the river. I did this same mixture 5 ½ times, approximately 44 oz. in all. This is almost 3 bottles of Realistic Water (figure 16).



Figure 15 – A test pond allowed me to select the right mix of colors.



The river is filled about 1/8" deep in resin. The first shock was that air bubbles formed; not many, but enough to concern me. After a panic call to Woodland Scenics, where I was informed this shouldn't happen and it was probably a reaction to my caulk, I waited about 1 hour and the bubbles dissipated. A big relief. What happened next, I wasn't prepared for. The directions say let the resin dry for at least 24 hours. After three days, it was still in a gel state. I couldn't do any scenery work around the area for fear of getting it in the river. So for four days I waited and experimented with ripples, waves, and rapids in my experimental pond (figure 17). After five days I was able to add the water effects to the river (figure 18). But I still stippled too hard and created a hole in a soft area. I had to add a rock and create rapids around it (figure 19). So, here is the almost finished project (figure 20).

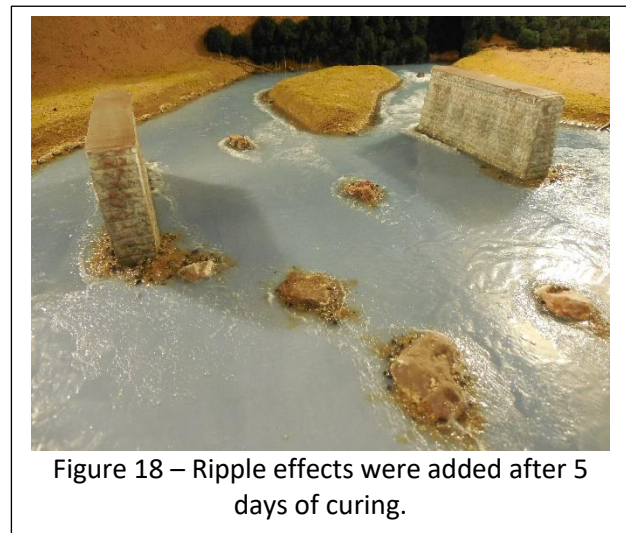
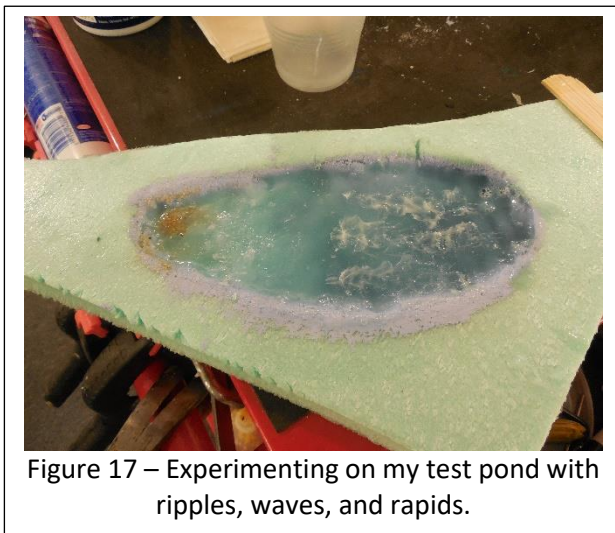




Figure 19 – I added a rock and some rapids around one area where I had created a hole.



Figure 20 – With the bridge in place, the almost finished project is coming together.

Next month, I hope to show you the complete scene, river highlights and landscaping completed. But first, my wife and I are off to Salt Lake City, Utah for the 2019 [NMRA National Convention](#).

So, after all these setbacks, I have a new plan. Next month, I'll give you an update on the convention in SLC and hopefully some pictures of my finished project. So there's the plan, so we'll see what happens.

Until then, we'll leave a family member in charge of guarding the layout (figure 21).

ED



Figure 20 – Our trusty family member is in charge while we're off to the NMRA National Convention in Salt Lake City.

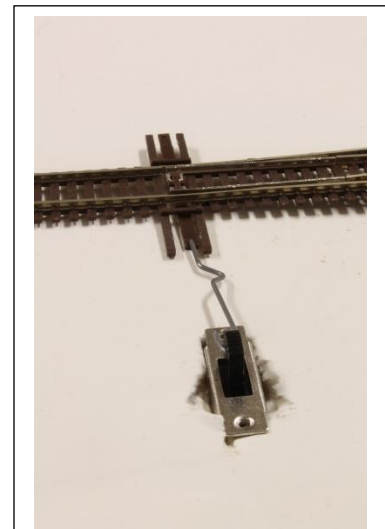


## My Southern S-Line Reverse Loops 4: Simple Reverse Loop Control

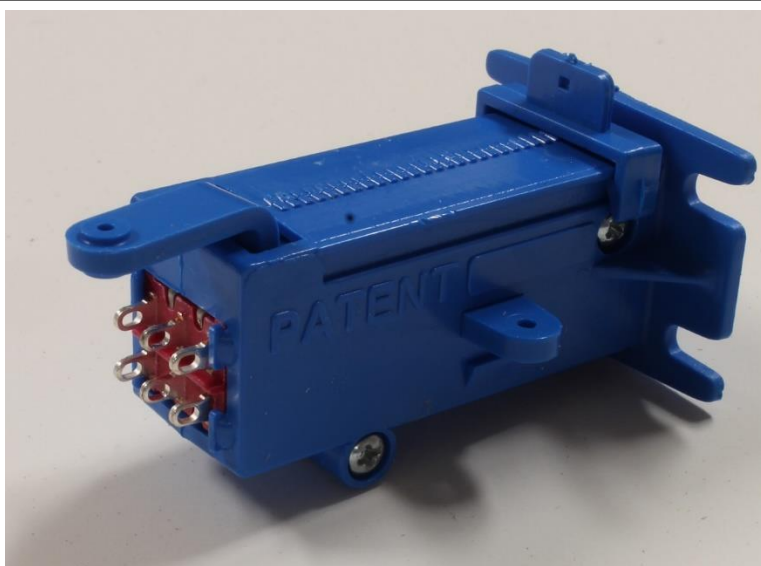
By Tim Rumph

We've seen a simple way of wiring a reverse loop just using a DPDT switch. The next logical step is to put the switch on the layout and control the turnout with it, like is shown on the right.

We have done this many times on Jack Parker's P&W when antique twin coil switch machines have worn out. Often these were in places where it was not practical to get under the layout to replace them. I prefer not have this sort of thing on top of the layout. I generally use a [Blue Point](#) switch machine as shown below.



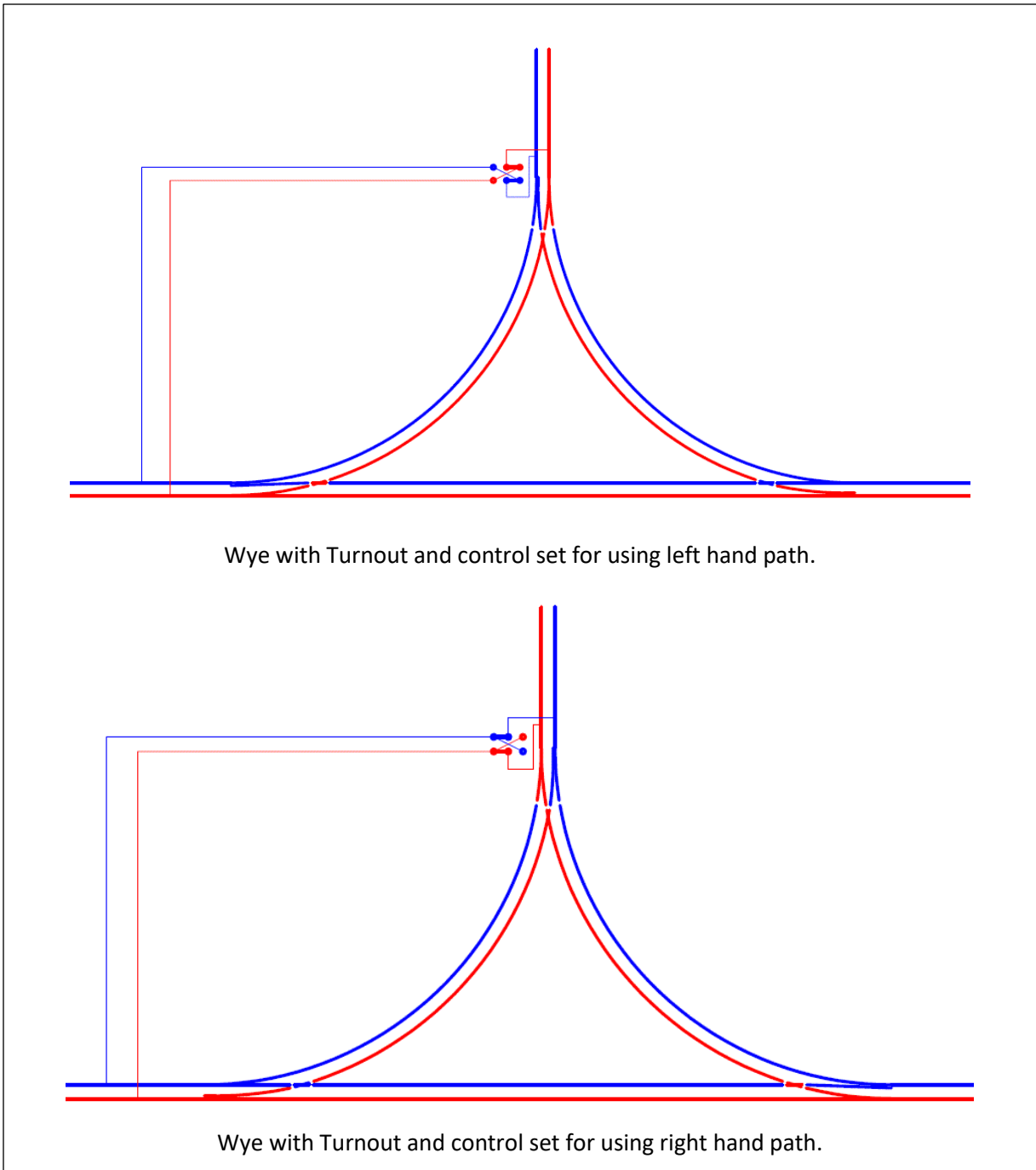
A slide switch mounted on the layout surface is used to control a turnout and reverse loop wiring.



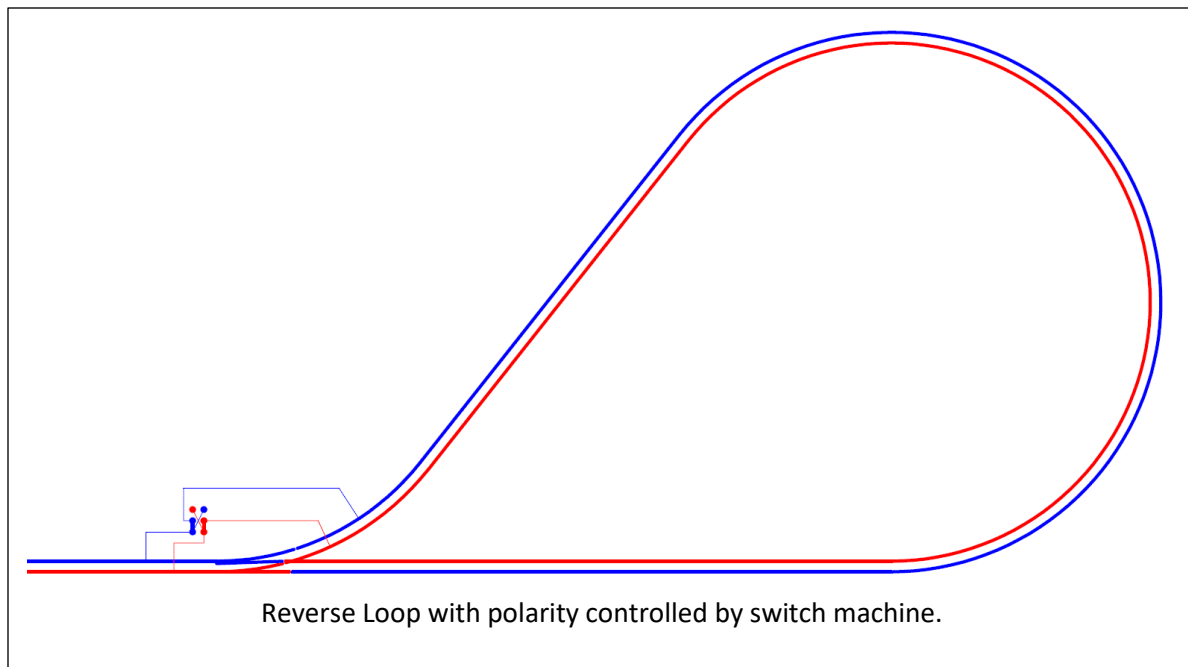
Blue Point switch machine

Those metal loops on the bottom look like the lugs on a DPDT switch because that's exactly what they are. The Blue Point switch machine is built around a DPDT toggle switch. This provides electrical contacts and the toggle switch is what holds the mechanism in position.

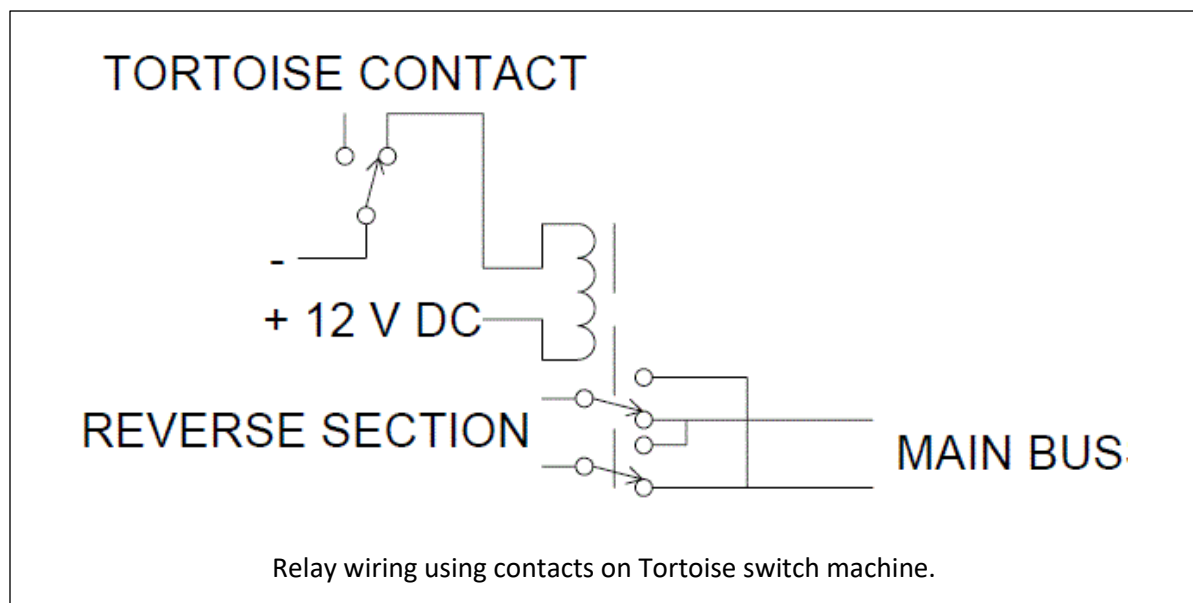
The easiest reversing “loop” is a wye with a short stub used to turn a locomotive at a small terminal. Using the slide switch or a Blue Point makes this very easy, as shown below.



Note that both of the rails that connect to the turnout frog are red. This means that if you use powered frogs on your layout, you don't need to worry about that here. Just connect the frog to the red rails. If you're hand building switches, you can just leave the gaps out behind the frog. The DPDT switch controls the polarity on the stub. The wiring for a reverse loop is virtually the same, except that the frog is connected to the inside rail on the loop.



The [Tortoise](#) switch machine also has DPDT contacts, and they could be used for this, but there are a couple of issues. The contacts on the Tortoise are rated to switch a maximum of 1 amp, but can carry up to 4 amps. This would be enough in most cases, but large lash-ups of sound equipped locomotives might exceed 1 amp, which might be needed when running a train around the reversing loops. Another disadvantage of using the Tortoise for this is that the switching action is very slow, and there is a significant amount of time when neither contact is connected, so it is “off”. This will cause the train going around the loop to jerk to a stop and then start back up. Using “keep alive” capacitors on the decoders will prevent this, but it will also increase the amount of current because of the in-rush when the contacts do connect. A way to avoid this is to use the Tortoise contacts to drive a DPDT relay. This is shown below. These relays are available from on-line electronics dealers such as [mouser.com](#) or [jameco.com](#). You will also need a 12V power supply, but you can use the same one that powers your Tortoise machines.



Next month I'll give some examples of slightly more complex reversing loops, and then get back to updates on my layout construction. If you've got any questions, please feel free to contact me.

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## Visiting the San Antonio & Northern

By Ed Gumphrey

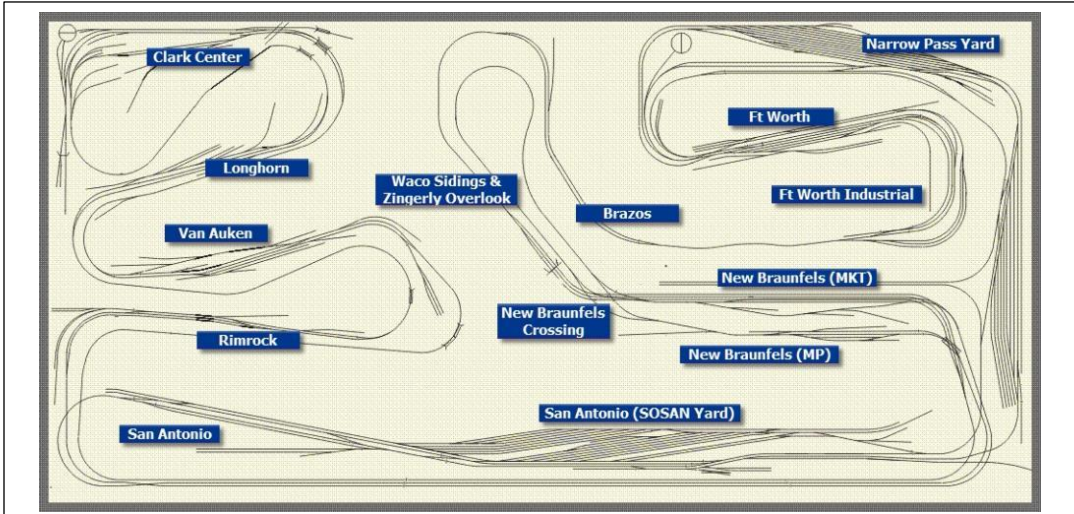
It's pretty common to hear that things are big in Texas. A visit to the San Antonio Model Railroad Association ([SAMRA](#)) to view their HO scale layout shows that the adage applies to model railroads as well. I first visited SAMRA about ten years ago during a visit to my daughter's family in San Antonio. Since then, I've stopped by whenever I'm there to see how things are progressing. As always, my visit was warmly received by several members working on the layout who graciously provided a tour and explanation to three of my grandchildren.

A 40' x 80' building houses the model railroad, and some vintage model train displays. SAMRA has been organized as a non-profit, and considers themselves a museum that accurately captures the nature of railroading in the 1950s. The railroad features the prototype-inspired San Antonio & Northern, a fictitious line connecting San Antonio through the hill country with Fort Worth. The layout features accurate representations of signature structures in San Antonio, New Braunfels and Fort Worth along with accurate depictions of typical Texas industries along the route. Trackwork is all code 83, with minimum #8 turnouts on the main line and #6 in most other locations. There is some hand-laid trackage in complex areas where commercial products wouldn't work. Control is DCC using the [Digitrax](#) system. Dispatching is conducted from a balcony at one end of the railroad, with telephone communications to various locations on the layout.

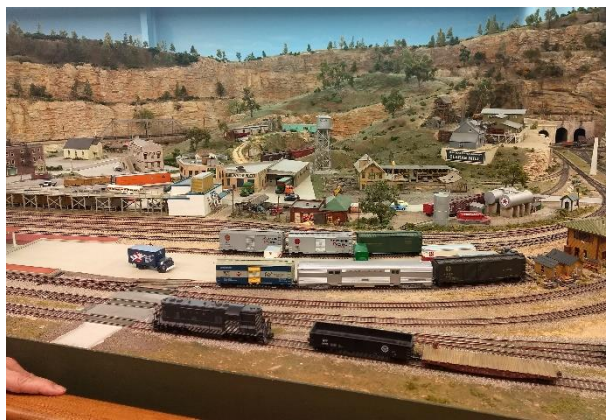
SAMRA is very active. Open five days per week (including both Saturday and Sunday), its schedule includes a weekly operating session, a less-structured "fun run" day, layout project work days and open houses. They also host an annual train show in San Antonio. Particularly impressive are the scratchbuilt structures modeling San Antonio's famous breweries, the New Braunfels station, and other prototype structures. With construction started in 2002, the railroad is still a work in progress, and I enjoy seeing what's new since my last visit. The most progress since I last visited in 2018 has been around the quarry area and in Fort Worth. Mock-ups are in place for planned future structures. I can't wait to see some of the planned projects when they are completed.



The layout map below is from SAMRA's website, which is undergoing some update. To whet your appetite for future browsing, each town label will be a link to pictures of that area of the railroad. Since that feature isn't active yet, I have included some snapshots from my visit. Even though it's undergoing changes, I invite you to browse their website, read the plausible "history" of the SA&N, and be inspired by some fine model railroading from the Southwest.



A Map of the SA&N. On SAMRA's website, each location label will be a link to pictures of that area on the layout.



An overview of Clark Center.



An overview of Van Auken.



Lone Star Aggregates work in progress.



An overview of industry at Rimrock.



Cattle Pens and a meat packing plant are a common Texas industry.



An overview of some of the breweries alongside the San Antonio (SOSANO) Yard.



On the outskirts of New Braunfels stands a model of the house from the movie *Secondhand Lions*.



Lineside industries in New Braunfels are based on prototype structures.



The gorge at Zingerly Overlook features a scratchbuilt arch bridge.



The corner of Fort Worth Industrial area on the layout.



An overview of the Fort Worth peninsula.

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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

Vacation? We don't need no stinking vacation!

Said none of the convention committee for Liberty Bell Special 2019 ever. The committee and the Division are hard at work finalizing what promises to be a great experience for our attendees in October. The host hotel is so excited about our upcoming get-together, they've redecorated the entire lobby and common areas. Ask the Region Board members who navigated through the plastic curtains and plaster dust to hold their periodic meeting at the hotel last month if the renovations are actually taking place.

Your author is getting older by the day. I remember my high school sweetheart was pleased that she got an IBM Selectric typewriter as a graduation present. Typewriter? I mention this only to show how far we've come since 1961 and to demonstrate the importance of this new-fangled thing called "website". And I mention website because our webmaster is laboring diligently to keep the Special site updated with the latest news regarding the convention. In fact, he's

foresworn a vacation this summer to keep the [www.libertybellspecial.org](http://www.libertybellspecial.org) site current with the committee's progress. If you haven't already done so, bookmark the site to stay abreast of all that is going on in preparation for October. Currently, the clinic schedule is on the site and I have it from good authority that the detailed clinic descriptions are about to be posted. Don't let The Hot Rod Chicken leave you wondering. Check for an explanation.

Also on the site is a list of the Open Houses and OpSig sessions, again updated as we add layouts. There are a great number of super layouts covering all scales and interests. The committee has been in touch with the "Weather Gods" to make sure there will be no rain for the outdoor layouts. Trust me! We would still like to have some of you "outliers" speak up for hosting visits at your empires for travelers to and from the convention.

For those who don't want to leave our spacious new convention digs, there will be two modular layouts which will offer operating times within the hotel. Our thanks go out in advance to the Reading Company Technical & Historical Society Modular Group and the New Jersey FreeMo Group for donating their time and equipment to make this possible.

And what would a convention be without a banquet? Our very talented liaison with the hotel has challenged the hotel Chef to prepare something different for us Saturday night. This won't be the usual rubber chicken drowned in gravy meal. Our liaison and the chef have agreed to prepare a buffet featuring actual dining car recipes for your enjoyment. We are hoping the banquet hall won't sway and rock like a dining car, but the fare will equal or exceed what you may recall from the golden age of meals on rails.

So while you're "down shore", up in the Poconos, out at OBX, or wherever your vacation plans may take you, make time to register for Liberty Bell Special 2019. There are some deadlines posted on the website. Stay abreast of deadlines, additions, changes, and enhancements throughout the summer.

You'll be glad you did!



# CLOSING PAGE BONUS



June 22<sup>nd</sup> at NC Transportation Museum's 5<sup>th</sup> Annual Fire Truck Festival featured fire trucks around the grounds and an appearance of NS 9-1-1.  
Photos from internet postings.

## Division Brass

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<u>Asst. Superintendent</u>	Jack Monette, MMR	<a href="mailto:assistsuper@carolinasouthern.org">assistsuper@carolinasouthern.org</a>
<u>Clerk</u>	Ed Gumphrey	<a href="mailto:clerk@carolinasouthern.org">clerk@carolinasouthern.org</a>
<u>Paymaster</u>	John Stevens	<a href="mailto:Paymaster@carolinasouthern.org">Paymaster@carolinasouthern.org</a>
<u>Director 2022</u>	Ed Smith	<a href="mailto:director1@carolinasouthern.org">director1@carolinasouthern.org</a>
<u>Director 2020</u>	Roy Becker	<a href="mailto:director2@carolinasouthern.org">director2@carolinasouthern.org</a>
<u>Director 2021</u>	Larry Paffrath	<a href="mailto:director3@carolinasouthern.org">director3@carolinasouthern.org</a>
<u>AP Chairman</u>	Neal Anderson	<a href="mailto:Apchair@carolinasouthern.org">Apchair@carolinasouthern.org</a>
<u>Webmaster</u>	Gil Brauch, MMR	<a href="mailto:Webmaster@carolinasouthern.org">Webmaster@carolinasouthern.org</a>
<u>Newsletter Editor</u>	Ed Gumphrey	<a href="mailto:editor@carolinasouthern.org">editor@carolinasouthern.org</a>
<u>Program Chair</u>	Scott Perry	<a href="mailto:program@carolinasouthern.org">program@carolinasouthern.org</a>
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<u>Publicity Chair</u>	Marcus Neubacher	<a href="mailto:publicity@carolinasouthern.org">publicity@carolinasouthern.org</a>
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