

# THE BRASS POUNDER



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

Volume 19 Number 8

August 2019

## Superintendent's Corner

By Alan Hardee

### **Division Coming Events**

(See CSD Website for further details)

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

CSD Monthly meeting theme for August is how to weather railroad equipment. It will be a hands-on clinic to apply weathering to the boxcar shells that members airbrushed and decaled the last 2 months.

Saturday August 17<sup>th</sup>  
9:30am – 12:00pm  
Neal Anderson's home  
172 Woodfield Dr  
Statesville, NC  
28677-2619

Operating Session to follow the clinic.

Welcome to August. Yes, it's still HOT outside. I hope everyone has been enjoying our 3 part summer series of COOL clinics. This month we will try out weathering techniques on the boxcar shells that we painted in June and applied decals in July. If you have missed some of these, we have a few extra shells already painted for you to use this month. Neal Anderson will host this month's meeting at his home in Troutman, NC (Statesville on your NAV system). See the meeting info to the left of this column for address. Our meeting will begin at 9:30 and run until around 11:30 when we will have a short lunch. In the afternoon, Neal will host an operating session on his layout and give an opportunity to work on the Chief Dispatcher AP certificate. Speaking of Neal and the AP program, we have a new MMR in our division. Neal had his last items needed for MMR judged at the July meeting. I know, I know, EVALUATED, not judged. Congratulations, Neal on all your hard work.

A few reminders about upcoming events. CSD annual Picnic at Jack Parker's Piedmont and Western in September. October is the MER convention, Liberty Bell Special, in King of Prussia, PA. I know of several of us going so you might be able to work out a carpool ride. Go to [libertybellspecial.org](http://libertybellspecial.org) to register.

I will end with 2 photos on the next page from the Celebrity Car Show at the North Carolina Transportation Museum on July 27th.



Superintendent Alan Hardee climbing into the DeLorean.



The 1/87 Scale DeLorean parked outside Doc Brown's barn back in 1957 on the Metrolina Model Railroaders layout.

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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 I spend my Sunday evening putting the final touches on this edition, I lament the fact that it's already the 4<sup>th</sup> of the month. I'm late again.

I won't bore you with lame excuses or explanations. Suffice it to say, life interferes with our best intentions and plans. I'll use that as a segue into the subject of participation. During the July meeting I had a couple of conversations with other members expressing my concern about turnout at meetings and member participation in general. At the core of my concerns is the looming challenge of The Division hosting the MER Convention in October of 2020. It seems a long way off, but the clock is ticking. As our newest MMR, Neal Anderson said at the meeting, we need to have a presentation ready for THIS October. We must unveil our plans during the banquet dinner at [Liberty Bell Special](#). It's a gross understatement to say we'll need all the help we can get.

About the same time as our monthly meeting, I read the June newsletter for CAMRRC and was struck by the relevance of Doug Algire's article about how you can help. That article is reprinted in this edition. I'll let Doug's words speak for themselves.

The Board of Directors has been working to make our meetings more interesting and the last two months are good examples. If you haven't been to a meeting lately, come learn some weathering techniques at our August meeting on the 17<sup>th</sup>.

Okay, I'll get off my soap box now with a final plea – please think about how you can help.

I hope you enjoy this month's newsletter. As always, I welcome your feedback and recommendations. I'd also enjoy working with you to publish your model railroad projects. 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

CSD's July meeting was held on Saturday, July 20<sup>th</sup> at Hunter Acres Baptist Church. Ten members attended the meeting.

Superintendent Alan Hardee opened the meeting with an introduction to the upcoming clinic on decal techniques by Roy Becker and some comments about the success of the June meeting when members airbrushed boxcar shells. Before turning the meeting over to Roy he turned the meeting over to Neal Anderson, MMR, AP and Convention Chairman. Neal made a few brief ☺ comments about the status of convention planning. Key points were:

- Negotiations with the hotel have been completed and were ready to close.
- Options regarding a possible breakfast and lunch package are being considered.
- Arrangements for the banquet dinner are being finalized. It will be a plate dinner, not a buffet. There will also be special meals (such as non-gluten) available.
- A guest speaker has not yet been identified.
- Publicity will not begin until after the MER Convention, Liberty Bell Special in King of Prussia, PA (near Philadelphia) October 10-13.
- Convention committee members will meet later to work on a slide show presentation which will be given at the banquet dinner during Liberty Bell Special



Superintendent Alan Hardee makes opening comments at the June meeting.



Turnout for the meeting was a bit light. Hope to see more for the weathering clinic in August.

At the end of the meeting, it was announced that the August meeting will be held at newly certified MMR Neal Anderson's home on Saturday, August 17<sup>th</sup> beginning at 9:30am. The theme will be weathering techniques. This will be a hands-on clinic by Jack Parker, MMR, where members can apply weathering to the boxcars previously airbrushed and decaled. If you missed June or July meetings, come along anyhow – we'll have a few extras.

# FREE LUNCH BONUS AT THE AUGUST MEETING !

**That's right!** After the clinic on weathering, a pizza lunch will be provided by The Division followed by an OPERATING SESSION on the KK&L Railroad. This will be an opportunity to gain additional points toward your Chief Dispatcher AP Certificate.

## IT'S ALSO A CELEBRATION LUNCH ! CONGRATULATIONS TO NEAL ANDERSON MMR #641

As you'll read later in the newsletter, Neal had his final two locomotive projects evaluated during the July meeting. After the meeting, I received the good news from CSD Member and MER's AP Manager Dave Chance that Neal had achieved the coveted MMR – another achievement for CSD and the only new MMR in the Mid-East Region during the month as well. Mark your calendar, meet us at Neal's, learn some weathering, join the fun, and operate some trains.

And now, on to the clinic...

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### DECAL Clinic by Roy Becker

Roy opened the clinic with a slide show of prototype boxcars in the color schemes that were airbrushed the previous month. He then moved on to a discussion of decal techniques and an introduction of the equipment to be used. The first surprise for me was using microbrushes to apply decal setting solution.



Roy Becker talks about decal tools and techniques.



Roy applies Micro-Set decal setting solution with a microbrush in preparation for a decal.

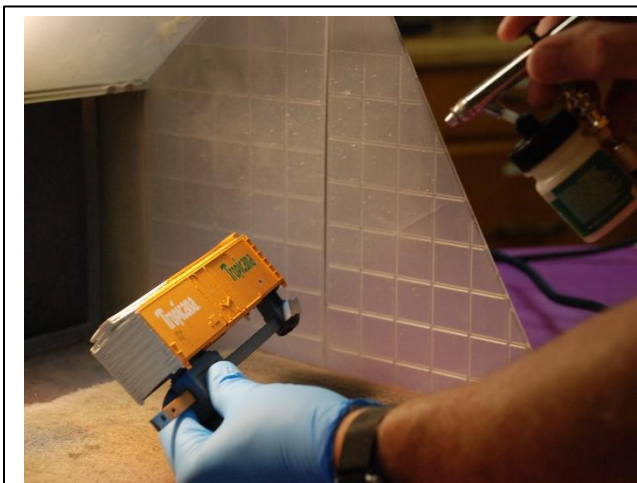
The second surprise was Roy's tip on how long to let a decal soak in water. It just takes a short amount of time. Remembering back to the last time I did any decal work, there's no doubt that one of my problems was letting them soak too long.

The third surprise was Roy's tip on how to remember which solution to use in the correct order. Just remember that First Place earns a Blue ribbon – use the blue-labeled bottle (Micro-Set) FIRST. Second Place earns a Red ribbon – use the red-labeled bottle (Micro-Sol) SECOND. If you use Micro-Sol first, you will likely destroy the decal you are applying (ask me how I know).



Decal setting solutions, Micro-Sol and Micro-Set

Next Roy showed the effects of spraying a coat of clear flat paint over a decal. Roy took a car with two Tropicana logos and sprayed flat coat onto the left half of the car, leaving the right half uncoated. After a few minutes for the paint to dry, Roy passed around the car. You can really see the difference side-by-side to appreciate the importance of flat coat over a finished decal job. Also, notice another handy tip with the quick-clamp used to hold the boxcar during airbrushing. Roy simply reversed the jaws on an inexpensive clamp (one source is Harbor Freight) to make a great way to hold onto a car body.



Roy Becker airbrushes clear flat onto one half of a decaled boxcar.



Notice how the flat coat on the left makes the decal film disappear compared to the right side.

I'll take the editor's lazy approach for the next six pictures and let the picture captions tell the story.



Doug Algire cuts decals from the sheet in preparation for application.



Doug slides the logo off the paper onto the car – as I loom over his shoulder.



Henry Reeves cuts some custom decals from the sheet. He created the decals himself on his inkjet printer.



This photo of Henry Reeves' custom decals shows how it will provide advertisement for HJR Software on a privately-owned freight car.



Joe Trzybinski works cutting out decals.



Roy Becker shows an assortment of boxcars that illustrate various phases of decal and paint work.

Thanks again to Roy Becker for procuring the paint from Badger and the decals from Microscale as well as setting up and presenting this clinic. This hands-on clinic was well received and next month's clinic on weathering should be just as informative. Hope to see you there on August 17<sup>th</sup>.



## NEAL ANDERSON EARNS MMR #641

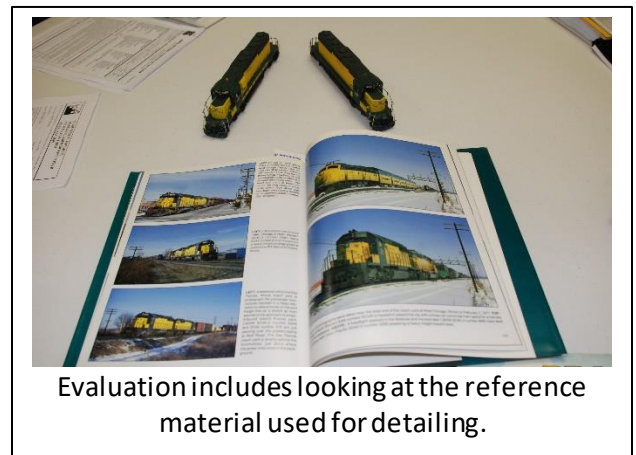
### Achievement Program Update

Information provided by Dave Chance, MER AP Manager

During the July meeting, Neal Anderson, presented his final two locomotive projects for evaluation. The photos below show some of that process. Congratulations to Neal for this noteworthy achievement.



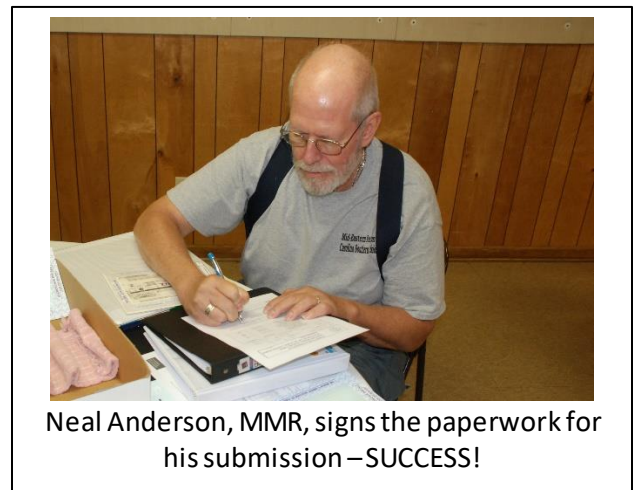
Gil Brauch, Dave Chance, and Jack Parker evaluate Neal's locomotives.



Evaluation includes looking at the reference material used for detailing.



One of the two locomotives Neal completed. Both earned Merit Awards.



Neal Anderson, MMR, signs the paperwork for his submission—SUCCESS!



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**Editor's Note:** When I read this article in the Concord Area Model Railroad Club (CAMMRC) Newsletter, it struck me as also being relevant for CSD. My thanks to editor Dave Chance for letting me reprint Doug Algire's appeal for help.

## **A View from the Caboose:**

By Doug Algire

### **Yes, You Can Help**

I bet the other day you were sitting around or maybe driving somewhere and thought 'How I can help our club or NMRA Division 12 Carolina Southern?' Well, since you asked there is a way for you to help.

First, there is Railroad Modelling University 2020 (RMU) on Saturday, January 25, 2020. We are going back to Northside Baptist Church. On the plus side is all of the rooms have audio-visual equipment. Downside is we end up with less room for clinics. Looks like only six rooms available for classes that equates to twenty-four 1.5 hour class openings.

How can you help? Think about being a clinic presenter. Over the years our club provided great representation leading clinics. That is testament to your skills and willingness to share your expertise. Here are a few of our members that taught at past RMU's: Yours truly, Neal Anderson MMR, Dave Chance, Michele Chance, Jack Parker MMR, Jack Monette MMR, Ryan Kunkle, and Nancy Campbell.

Another way to help? Volunteer to help at the registration table, help with set-up and tear down which should be way easier than what we had to do at my church, or run the white elephant table. The past few years Jack Monette was my volunteer coordinator. Thank you, Jack!! Nice benefit for RMU is you do NOT need to be an NMRA member.

Next is the NMRA Carolina Southern Division 12 hosting the NMRA Mid-Eastern Region (MER) convention October 15-18, 2020 in Charlotte. This event you have to be an NMRA member to attend. Our own Neal Anderson MMR is the convention chairman. Yours truly is the committee chairman for the clinics.

If you are not an NMRA member please consider joining if only for 2020 year so you can attend the convention. One year without the NMRA magazine is \$47. Visit [NMRA.org](http://NMRA.org) to join.

How can you help? Very similar to RMU, consider being a clinic presenter. I currently have 57 one-hour slots to fill. The slots are flexible in that I can stack slots to accommodate a make-and-take clinic for example that needs a three-hour slot. Your clinic may be a popular one that we present multiple times during different time slots. Possibilities for clinics are wide open.

We also need volunteers for other areas of the convention. Talk to Neal Anderson for specific details. It takes many volunteers to put on an event. For example, I volunteer at the Wells Fargo Golf Championship. It takes over 2,500 volunteers to put on a successful tournament. Not that we are that big, but it takes volunteers many of whom the public never see to make it successful.

For both events if you are an NMRA member and working on your Achievement Program (AP) certificate, if you present a new clinic for the first time you can receive Author points, otherwise you receive Volunteer points. Likewise, if you volunteer for other duty you can receive Volunteer points.

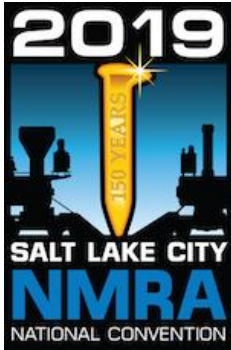
Send me an email ([dalgire@comporium.net](mailto:dalgire@comporium.net)) if you would like to present a clinic or volunteer in another capacity. For clinics please include this information:

- Clinic title
- Short (no more than five lines) description of the clinic
- How many time slots you need
- Audio-Visual needs if any
- If a make-and-take include what tools they should bring and if there is an additional cost for materials

Mark both of these events on your calendar. Your phone is a great place to do that. Go ahead and do it now.  
I'll wait....

Hope to see you at our next meeting.  
Happy Railroading!





## SALT LAKE CITY

By Ed Smith



Well, once again, a great national convention has come and gone. I've been to more than 20 of these and there is always something that stands out and creates memories that last. Other than the usual railroad memories, two things jump out about this convention. First, the scenery: the visual beauty of the area is amazing. Salt Lake City is located in a valley surrounded by snow-capped mountains. They were still skiing on July 4<sup>th</sup>. Second, the heat: The valley is very arid. Every day the temperature was near 100°. The good news is the humidity is low, but still the heat can sneak up on you. Staying hydrated was essential.

As for the convention (figure1), it was loaded with activities that kept my wife busy all week. Some in air-conditioned confines and some outdoors. It started for us at 3 am Sunday, July 7<sup>th</sup>. Up at 3:00 to catch a 7:00 am flight from Charlotte to SLC, where, luckily, they allowed us an early check in at the hotel, and a 4:00 pm double decker bus tour of the city. This is the second year in a row that we have started the week with a bus tour of the host city, which normally would be a good idea, right? But I think this is the last time we'll do that. Last year in Kansas City, the heat was blistering, with no cover (the upper deck is open). This year was the same with an added twist. Our bus broke down, and we actually tried to coast downhill towards the hotel, only to finally stop in the middle of an intersection. My wife and I decided to walk back. It was about 4 miles to catch the light rail, which took us back to the hotel. This was our first encounter with the heat. We survived, my wife called it a day, and I went to evening clinics.

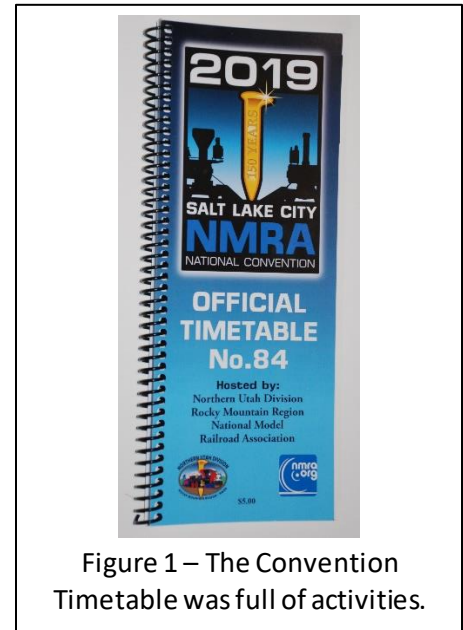


Figure 1 – The Convention Timetable was full of activities.

Monday and Tuesday were busy with tours of the area, with one major railroad layout and clinics where possible in the evenings. First was the Great Salt Lake. We visited an old resort area, Saltair, outside SLC on the Great Salt Lake (figure 2). The lake itself is over 2,000 sq. miles, fed by fresh water from the surrounding mountains (figure 3). However, because of the salt content in the lake bed, the water is 4 to 5 times saltier than the ocean. No fish can live in this lake.

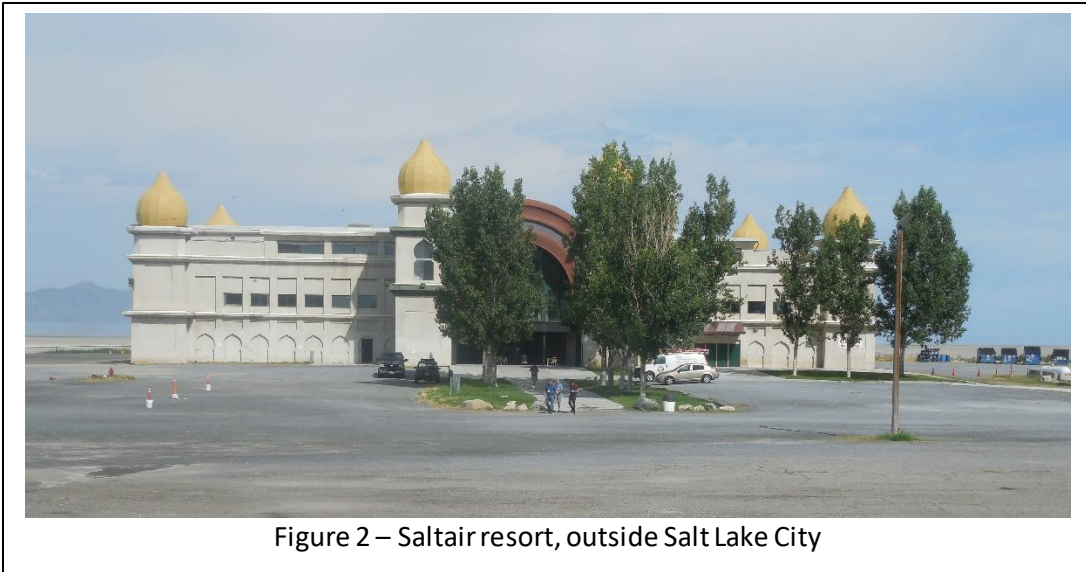


Figure 2 – Saltair resort, outside Salt Lake City

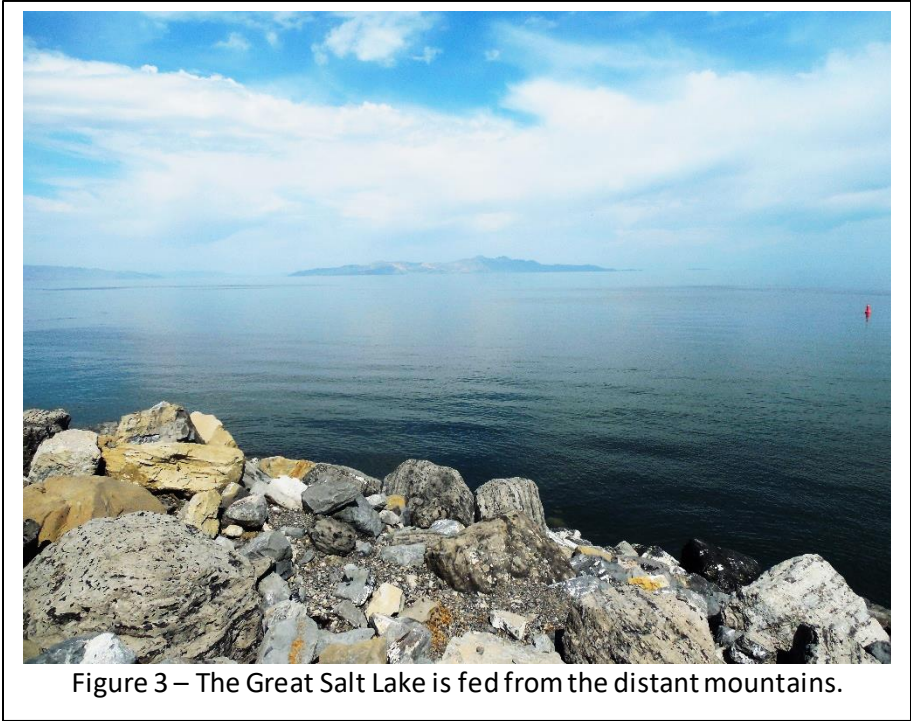


Figure 3 – The Great Salt Lake is fed from the distant mountains.

Monday afternoon we visited the Kennecott Canyon Copper Mine, a quite incredible place and a highlight of the trip. It is the largest man-made excavation in the world, large enough that it can be seen from outer space. Once entering the complex, we took about a 20 minute, 2 bus ride to the new observation area at the top of the excavation (figure 4). Looking down into this vast, layered, stepped down hole, it seemed endless. We got there in time to see a detonation (figure 5). You couldn't hear anything but could only see the dust and debris rise, and small trucks perched on the ledges, ready to transport the rocks out. The astounding thing is that those trucks are the size of a 2-story house, and the rocks are the size of a Volkswagen. The truck's tires are huge (figure 6). After 4 stages of refining, Kennecott ends up with 99.9% pure copper. Monday ended with evening rail clinics.



Figure 4 – Kennecott Canyon Copper Mine is the largest man-made excavation on earth and is visible from outer space. Those trucks on the road are the size of a two story house.



Figure 5 – A detonation on the far side of the mine, far enough that you couldn't hear it.



Figure 6 – A mine truck tire.

Tuesday we experienced another highlight of the week. In the morning we were off to Promontory Summit, located north of SLC and the Great Salt Lake. This is the site that commemorates the driving of the Golden Spike, unifying the east and west. In May, over 15,000 people attended the 150 year anniversary of this event.

The Visitor Center, museum, and re-enactment were well worth seeing (Figures 7 - 11). It was a wealth of knowledge on early railroading. On the way back to the hotel, we visited Lee Nicholas' house to view his HO Utah Colorado Western RR. Featured in many national periodicals, it is a classic model railroad, highly detailed, with emphasis on operation. Lee has expanded his layout by digging out the basement at least once. Sorry, but this is where Murphy's Law reared its ugly head. My batteries died, and my camera was useless. This was a big loss.

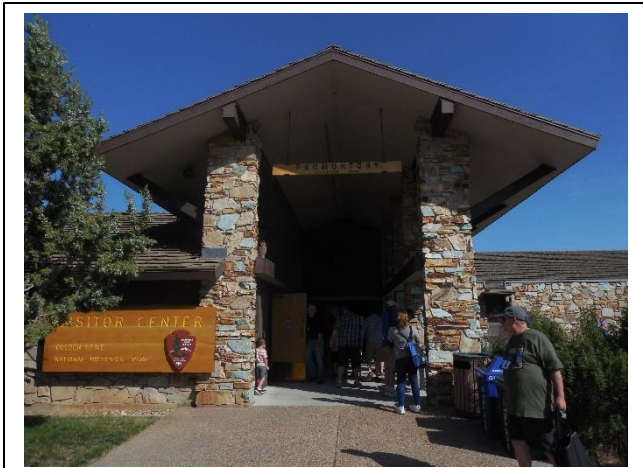


Figure 7 – Visitor Center at Promontory Point, site of the transcontinental railroad golden spike ceremony in 1869.

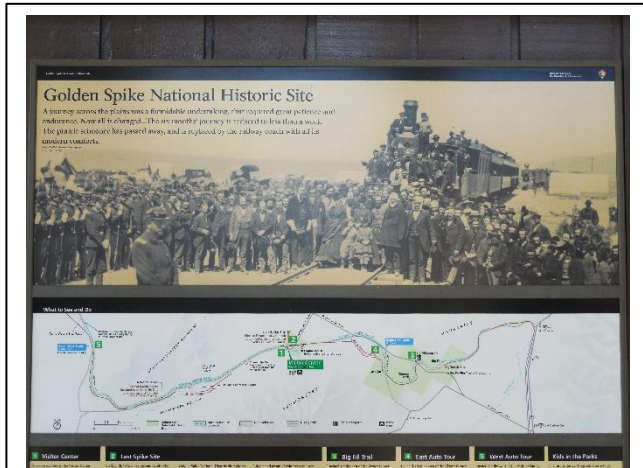


Figure 8 – Upon entering the Visitor Center, this plaque commemorates the transcontinental railroad and provides a map of activities.



Figure 9 – The famous golden spike is on display in the museum.



Figure 10– Another museum display commemorates a hard day's work.



Figure 11 – The recreation scene at Promontory Point.

With an hour between tours, Tuesday evening Cindy and I were on a bus to Park City. This is a small, eclectic ski resort town in the mountains, frequented by the rich and famous. We found the No Name Saloon, overlooking the main street for a glass of wine, and the River Horse Café for a nice dinner. It's been a FULL three days.

Wednesday, Thursday, and Friday saw my wife and I go our separate ways. For me, the silent auction, clinics, the contest room, SIG (special interest group) events, and the National Train Show. My wife spent her time making a trip to Snowbird Ski Resort in the mountains, which she said was breathtakingly beautiful, and sightseeing. We did meet occasionally for lunch, and afternoon brewery tour, late dinners, and an afternoon trip to Ogden on Friday.

The aforementioned National Train Show was great as usual. So good, that I went Friday morning, Saturday, and Sunday morning before we flew home. This brings us to the light rail. Salt Lake City has a great light rail system. Five lines connect to each other and connect with the Front Runner Light Rail, between Ogden in the North and Provo in the South. You can travel all over the city and a lot of the valley. The Train Show was at the Mountain America Expo Center in Sandy City. This was a 45 minute ride on the light rail, but enjoyable (Figure 12). As usual, by the end of the week, we learned the benefit of the light rail and realized how much we missed. The kicker was that the whole system was free for conventioners.



On Saturday, the week started to wind down. I still had time to go to the train show. I talked my wife into going. She likes to see the Lego train exhibits. This time she saw jig saw puzzles for friends at the show. I, of course, found more train stuff. Upon returning to the hotel, I packed up all our purchases from the train show and silent auction, golden spike beer mugs, my wife’s puzzles, and a Christmas ornament made of salt from Salt Lake in a large box and had the hotel ship it back UPS. It may have been cheaper to buy a small piece of luggage and pay the \$30 to check it on the plane.

Looking back on the week, it was filled with activities for a model railroader. There was the Light Rail system, which gave access to the valley; old train stations, two in Salt Lake City, (Union Pacific and Denver and Rio Grande), and the U.P. in Ogden, now a great rail museum; the U.P.

main yard in the city; the Heber Valley Railroad, near the Wasatch mountains; a tour of the Exact Rail facility; and all the many convention activities. Something for everyone, sometimes exhausting, but always fun.

Saturday night we had dinner with our friends from the Toronto area. We met over 15 years ago at one of these conventions and have been getting together ever since. With everything involved in this hobby, the friendships you make are the most lasting and important thing. Sunday, we said our goodbyes to friends, took the light rail to the airport and returned home. Another great convention, and we're already registered for St. Louis 2020 and Santa Clara, CA 2021.

Can't wait!



## A Quick Update

By Ed Smith

Last month I said I would show you the finished Mill Rift Bridge Construction. After returning from the NMRA National Convention in Salt Lake City, I managed to finish up the scene. The bridge is detailed, scenery finished, and the bridge is set in place. To keep my promise, here are pictures of the prototype (Figure 1), which I used to build it and pictures of my interpretation (Figures 2-4)

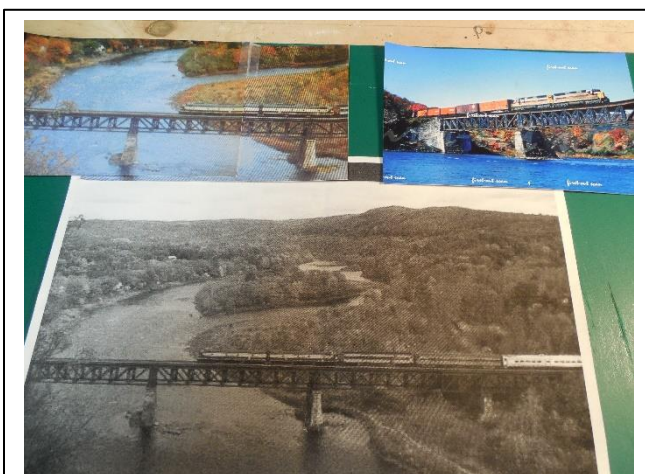


Figure 1 – My collection of prototype photos of the Mill Rift Bridge.



Figure 2 – An overview of my model of the Mill Rift Bridge.





Figure 3 – A view from closer to water level makes it easier to see the small island which is upstream from the bridge.



Figure 4 – Looking down the track across the finished bridge – more work to be done in the background as I continue on...

Until next time....

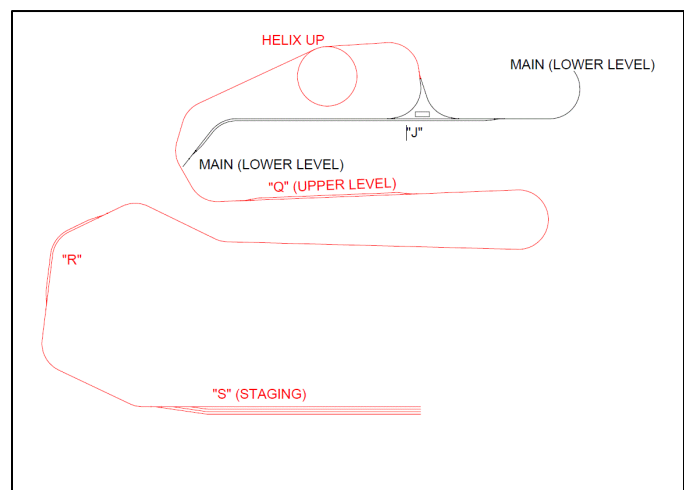
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## My Southern S-Line Reverse Loops 5: Complicated Reverse Loops

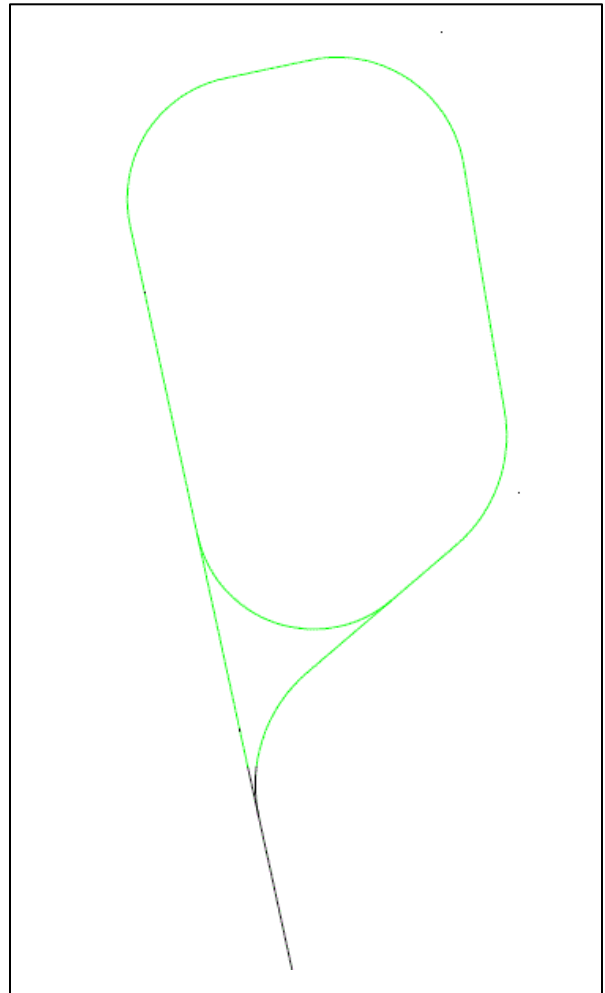
By Tim Rumph

This first example isn't any more complicated than the simple wye described last month, it's just longer. A reversing section needs to be longer than your longest train, but there's no reason that it can't be much longer. I would use a relay for controlling this because any short on this branch will trip an autoreverser. I would also suggest that you run a bus for this, directly off of the main DCC bus, and add circuit breakers off of that.



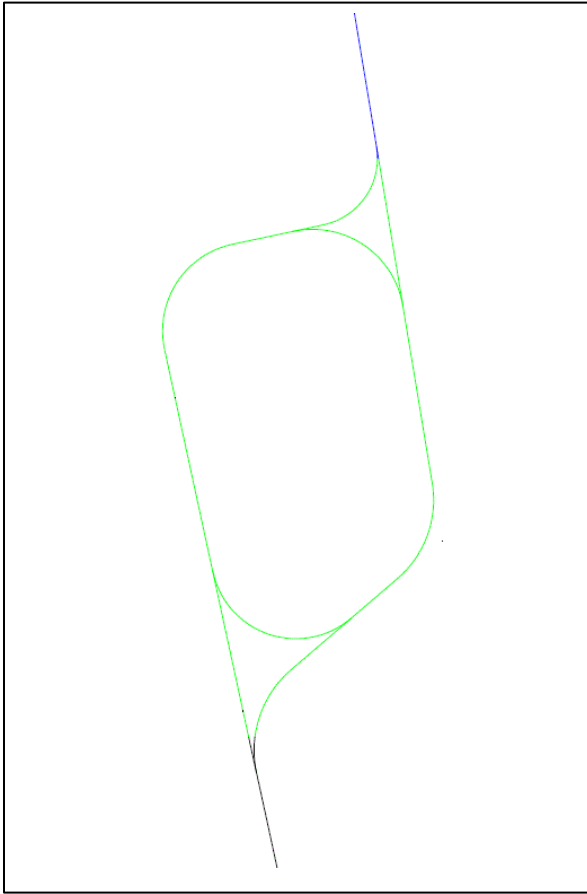


Pictured on the left is the Wateree Station, a coal fired power plant owned and operated by Dominion Energy, formerly South Carolina Electric and Gas (SCE&G). Looking at this, there is an oval around the power plant, connected by wyes on the southwest and northeast corners. The track going southwest connects to the NS (ex. Southern) Columbia to Charleston main line. The other one connects to the CSX (ex. SCL) line between the same cities through Sumpter, SC.



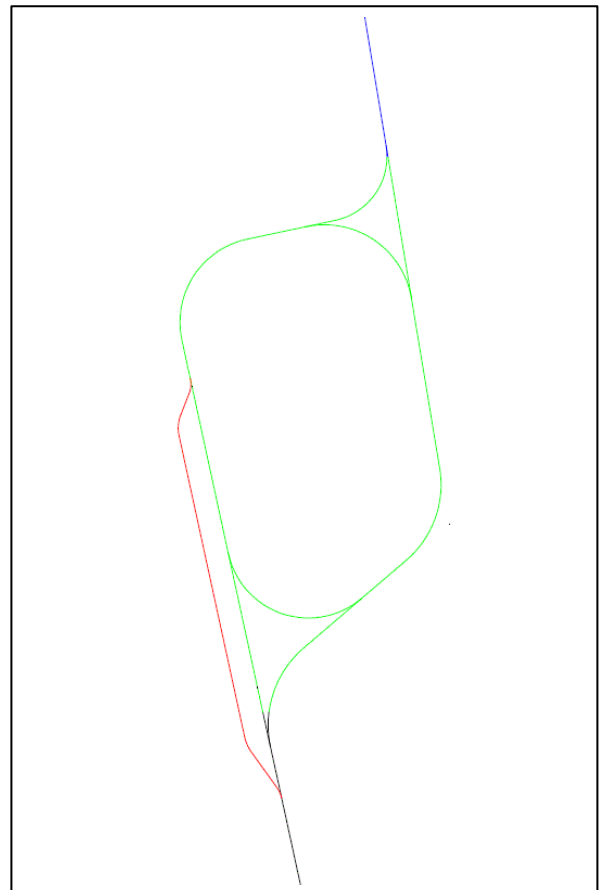
Let's look at this one piece at a time.

The key to making a model railroad based on this is to simplify it, also known as selective compression. I'm going approach this as part of a layout based on the Southern Ry. If you want just the loop around the power plant, and not the SCL connection, you wind up with a simple reversing loop as shown on the right. The black is the main Southern. The green part is a reversing loop just like I described last month. The connection to make the junction a wye and the green loop an oval makes no difference.



Let's say that you want to have the occasional SCL train come into the plant from a small staging yard. Now we have the situation pictured on the left. The blue SCL lead is now just a simple wye, only the "base" of the wye happens to be the green reversing loop. If you use relays and switch machine contacts to control this, there is no problem. This cannot be done with autoreversers because any short circuit would cause the two autoreversers to fight each other.

Finally, I've added the parallel track on the west side of the plant. This does add an interesting twist to the problem but adding another reversing section and a couple of relays controlled by the turnouts on either end of the track shown in red will take care of that.



When I'm responding to reverse loop questions that get this complicated on model railroad forums that I participate in, my advice is often, "Don't do that!" However, the argument that, "That's what the prototype does," is always a good one. If you are modeling both the Southern and the SCL lines (where did you find a basketball court to build a layout in? 😊) it can get much more interesting.

Next month it's back to updates on my layout construction. I will pay particular attention to any reversing sections that I come across. If you have a question about your layout, send me a message and I'll be glad to help. It might wind up here too.

Tim Rumph  
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## CLOSING PAGE BONUS



### Division Brass

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<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>
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