

# THE BRASS POUNDER



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

Volume 19 Number 9

September 2019

## Superintendent's Corner

By Alan Hardee

### **Division Coming Events**

(See CSD Website for further details)

Wade's Train Town  
Open House  
Saturday Sept 14<sup>th</sup>  
10:00am – 2:00pm  
Brookford  
Community Bldg  
1700 S Center St.  
Hickory, NC

CSD Monthly  
meeting theme for  
September is our  
**ANNUAL PICNIC** at  
the home of  
Jack Parker, MMR.  
Saturday Sept 21<sup>st</sup>  
1:00-5:00pm  
12012 Abernathy Rd,  
Charlotte, NC 28216

This is a members  
and family-only  
event. CSD will  
provide drinks and  
burgers. We ask  
members to bring a  
side dish or dessert.

[REGISTER HERE](#)

I hope everyone enjoyed our 3 month summer clinic series. We finished up in August with great weathering tips from Jack Parker, MMR. You can see more of his work this month when we visit Jack's P & W Railroad for the Annual CSD Picnic on Sept. 21. Members and families are invited to this event. You bring a side dish and/or dessert, and the division provides the drinks, burgers, and hotdogs. Please register on the CSD website so we have a headcount. A big Thank You to Neal Anderson, MMR 641 for having us visit his layout in August for the meeting, lunch, and afternoon operating session. I think we all had a great time and helped a few members with their Chief Dispatcher requirements. I hope to see more AP Certificates awarded soon.

Don't forget to register for the MER Convention in King of Prussia, PA. The convention runs October 10 – 13. Go to

<http://libertybellspecial.org/registration>

to complete the registration. We have several members driving up so you might get lucky to catch a carpool for the trip. I hope to see you there. Now, on to more exciting articles that Ed has for us this month.

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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

Here I am, late again. I had the best intentions of finishing the edition of our newsletter during the Labor Day weekend. As usual, life got in the way.

Unlike last month, I will provide you with an excuse, or at least an explanation. As I was doing what I thought would be the final story entry on Labor Day, the governor of South Carolina ordered evacuations in Beaufort County, SC under the threat of hurricane Dorian. I had abandon the computer and get ready to host seven family members and their two dogs while they left Beaufort to take refuge at our home in Shelby.

Despite the negative cause, it was a delightful week catching up on news and reliving years of memories. After Dorian moved up the coast, they allowed time for power restoration, and headed back home today (Sunday). The good news is they returned to very little damage from the storm.

Hopefully that's the only impact weather will have on my planning as well as the Division's. Make sure you plan to join us for our annual picnic at the home of Jack Parker, MMR.

**SATURDAY, SEPTEMBER 21<sup>ST</sup>**

**1:00 – 5:00 PM**

**12012 Abernathy Rd.,  
Charlotte, NC 28216**

To help planning, please [register](#) for the picnic.

Enjoy the September edition, and I look forward to seeing you on the 21<sup>st</sup>.

### **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

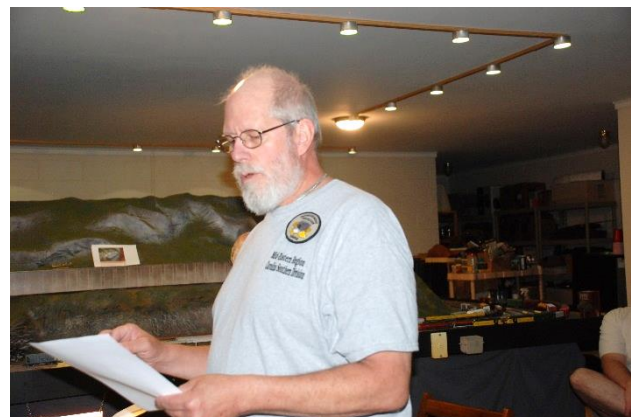
CSD's August meeting was held on Saturday, August 17<sup>th</sup> at the home of our newest Master Model Railroader, Neal Anderson. There was a good turnout, with 14 members in attendance. Up front, our thanks to Neal for hosting the meeting and again, congratulations on achieving your goal so quickly.

Superintendent Alan Hardee opened the meeting with an introduction to the upcoming clinic on weathering techniques by Jack Parker, MMR. He also highlighted the success of the July meeting when members applied decals to the boxcar shells they had airbrushed in June. Alan then turned the meeting over to Neal for a few brief 🗨️ comments about the status of convention planning. Key points were:

- Arrangements for the banquet dinner are essentially finalized. It will be a plate dinner, not a buffet and all food choices will be gluten-free. Menu choices will include herb roasted chicken, NY strip steak, or a vegetarian option.
- There will be a breakfast option.
- A guest speaker has not yet been identified.
- The special website for the convention is prepared, and will be ready for launch after the 2019 convention (Liberty Bell Special).
- Let Neal Anderson know if you are willing to give a clinic during the convention.



Superintendent Alan Hardee makes opening comments at the June meeting.



All kidding aside, Neal really was brief in his update comments on convention planning.

After Neal's remarks, MER AP Manager Dave Chance joined Neal at center stage to present him with his Merit Awards for the locomotives he presented for evaluation; his Achievement Certificate for Motive Power; and his certificate and plaque for MMR. Check it out on the AP News Update on page

There was a brief shuffle as we decided to relocate where Jack Parker would present his weathering clinic.



Hmmm, maybe not the best location...



Let's move it over to here.

Coverage of Jack Parker's clinic on weathering starts on page 6.

After Jack's clinic, it was lunch time. Thanks to the Division for providing our pizza lunch.



There were plenty of pizza choices.



The crew seems happy when they're eating.

After lunch, it was back downstairs for some operations. Neal Anderson continued with his generous offering to let members work toward their Achievement Certificates for Dispatcher. Andrew Sadler, Scott Perry and Henry Reeves are almost finished. The session also provided Ed Smith and Joe Trzybinski an opportunity to get started.



Bob Halsey discussed a train's route with Joe Trzybinski.



Andrew Sadler controls his train from the back side of the steel mill.

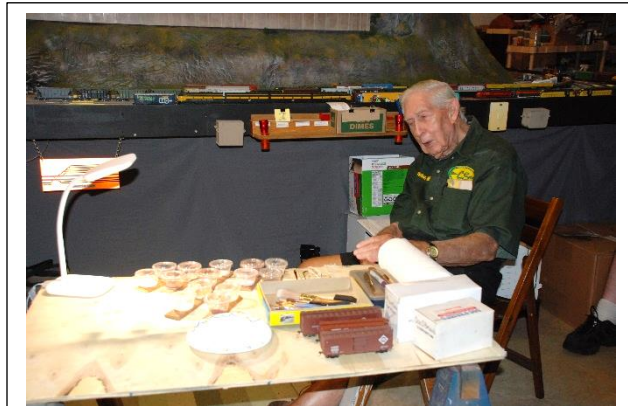


Gil Brauch, MMR and Ed Smith start a consist rolling.

## WEATHERING Clinic by Jack Parker, MMR

Jack opened his clinic with some general discussion about weathering, including the philosophy of applying weathering to our models. If the goal is a realistic recreation of prototype railroads in miniature, then including the effects of mother nature needs to be part of the recipe. Throughout his comments, Jack emphasized that weathering also reflects an individual modeler's perception. For examples of how prototype cars look over time, use the internet and search for photographs that can provide guidance. Key points that Jack highlighted are:

- Weathering includes the effects of natural paint fading and deterioration
- Emulate nature – water runs down the sides of cars, etc.
- Rust spreads over time and around damaged areas
- Weathering highlights contours on railroad cars
- Structures show the effects of weather too
- Vary the amount of weathering – do it in batches so there is more variation



Jack Parker, MMR, talks about the philosophy of weathering.

Jack then started showing how he uses weathering powders. Jack uses [Doc O'Brien's](#) and others; Ed Smith showed us assortment packages from [Pan Pastels](#). Sources are plentiful, and a quick internet search will show several brands, or you can simply use these links. The Division's main hobby shop, [The Little Choo Choo Shop](#) in Spencer carries [Monroe Models](#) weathering powders, among others.



Jack Parker uses Doc O'Brien's weathering powders.



Ed Smith showed the group his assorted colors from Pan Pastels.

Throughout the clinic, other members offered up tips and suggestions as well as posing questions. The real "meat" of the clinic, though, was watching Jack apply weathering to a boxcar. When he was ready to start, he picked up a boxcar he had brought with him. Neal

Anderson jumped in and volunteered to have Jack work on one of his. It provided a good chuckle for all, and was a smart way to get one of his cars weathered by a master. I'll let the pictures and captions tell the story...



Jack Parker, MMR, keeps his weathering powder in small condiment cups, all labeled with their colors. Some are blends of stock colors.



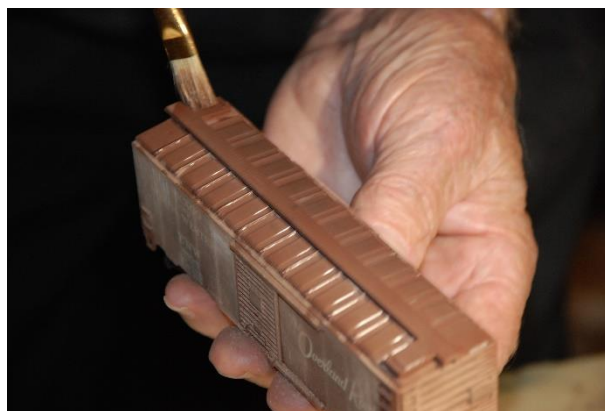
Jack Parker applies a rust color to the roof of a boxcar.



After applying the powders to the whole car, Jack wipes off excess.



The dry application is completed.



The final step of Jack's process is to wet down the car. At first it almost makes the weathering disappear – but wait until it dries.



Neal Anderson's C&NW boxcar – before weathering



Neal Anderson's boxcar – after Jack Parker's weathering job

After Jack Parker's demonstration, several members stepped up to try their hand at it. A couple of members offered additional tips. Gil Brauch, MMR, showed us three N scale covered hoppers to illustrate three phases of weathering. Gil also passed around a hopper car that had the cargo area weathered with black pastel that included a touch of glitter – the effect is impressive for the remnants of shiny flakes of coal – I only regret that my attempt to capture the effect in a photo was not successful. Finally, Gil showed us how to use an india ink solution to highlight details.

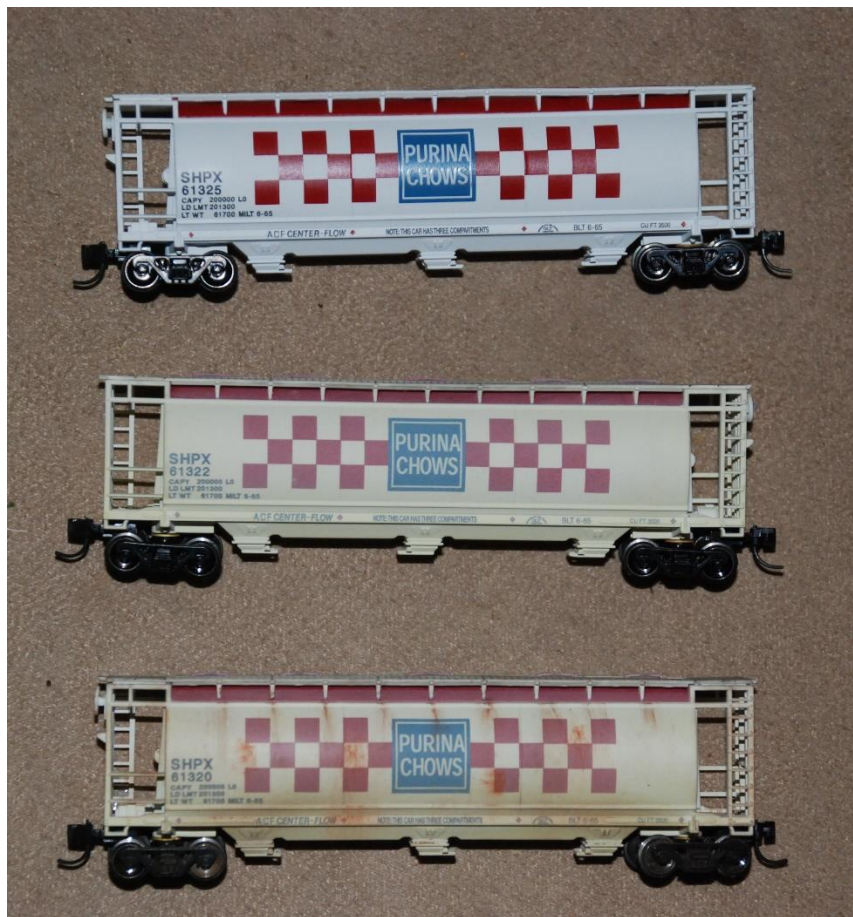




Joe Trzybinski applies weathering to a Tropicana boxcar shell he painted and decaled during the previous two CSD meetings..



A follow-up from August – Henry Reeves’ custom printed decals for his HJR Software boxcar turned out well.



Gil Brauch, MMR showed us three cars to illustrate stages of weathering. On top – a new car, unweathered. In the center, a light dusting of grime. On the bottom, a car that’s starting to show rust and more fading.

Make sure you join us for the picnic at Jack Parker’s house on September 21<sup>st</sup> to see Jack’s widely varied degrees of weathering on his freight cars and operate trains on the P&W.



# NEAL ANDERSON EARNS MMR #641

## Achievement Program Update

Information provided by Dave Chance, MER AP Manager

As reported in last month's edition, Neal Anderson earned his certification as Master Model Railroader #641. Dave Chance presented Neal with his certificate and plaque at the August meeting. Again, congratulations to Neal for this noteworthy achievement.



Dave Chance presents Neal Anderson with his Achievement Certificate for Motive Power.



Neal receives his Certificate as MMR #641.



The final presentation – Neal's plaque for MMR #641.  
CONGRATULATIONS!

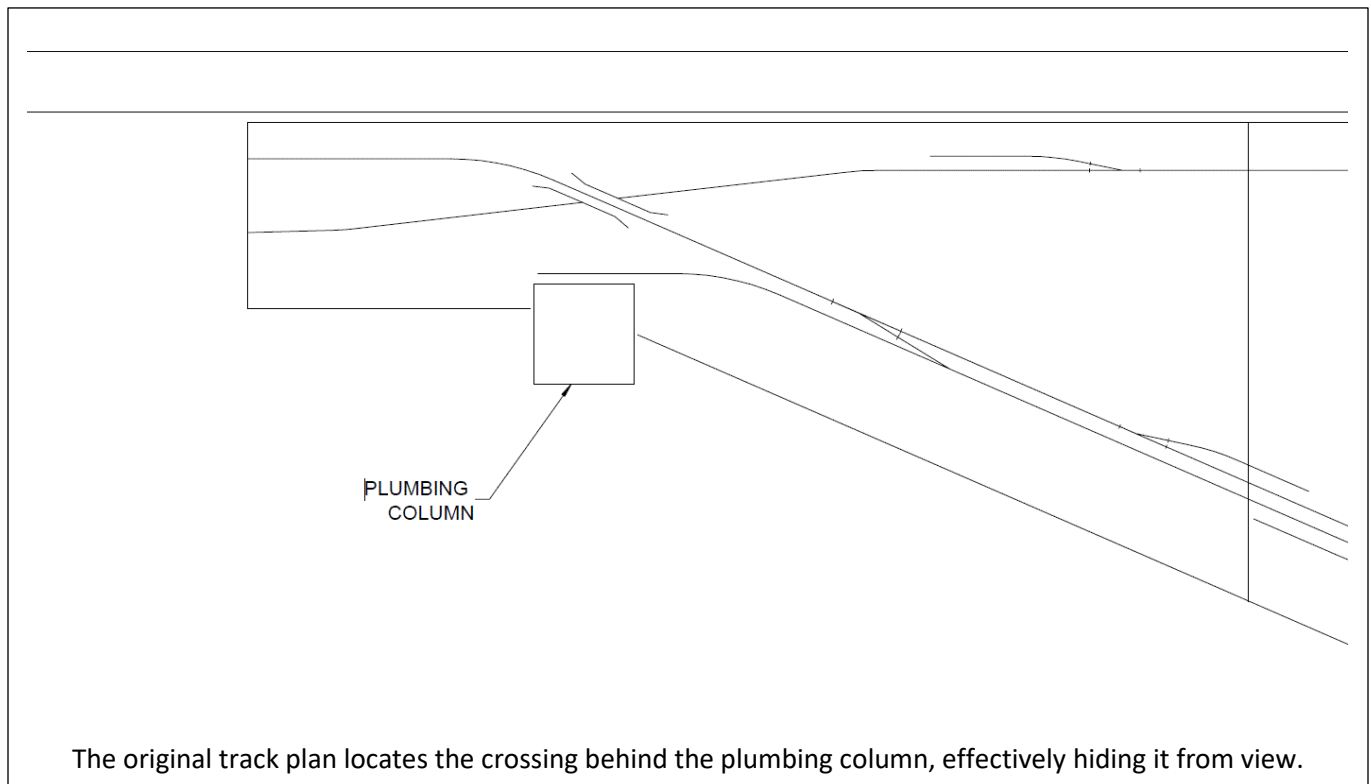


## My Southern S-Line Installation of Newton Crossing Section

By Tim Rumph

When I planned my layout, which will have two levels, I figured that Newton, NC, with its horseshoe curve, would be the turnaround point where the track doubles back on itself. This fit well, and Newton is at milepost 48.2. Salisbury is at milepost 0.0, and Morganton, the proposed west end of the modelled layout, at milepost 78.6. Newton is close to the halfway point.

The track east of Newton will be the lower level, and west of Newton will be the upper. Also, the line toward the east is in the back. I needed to cross it under the westbound track, which is higher. Since there is no such crossing on the prototype, I decided to hide it. See the drawing below.



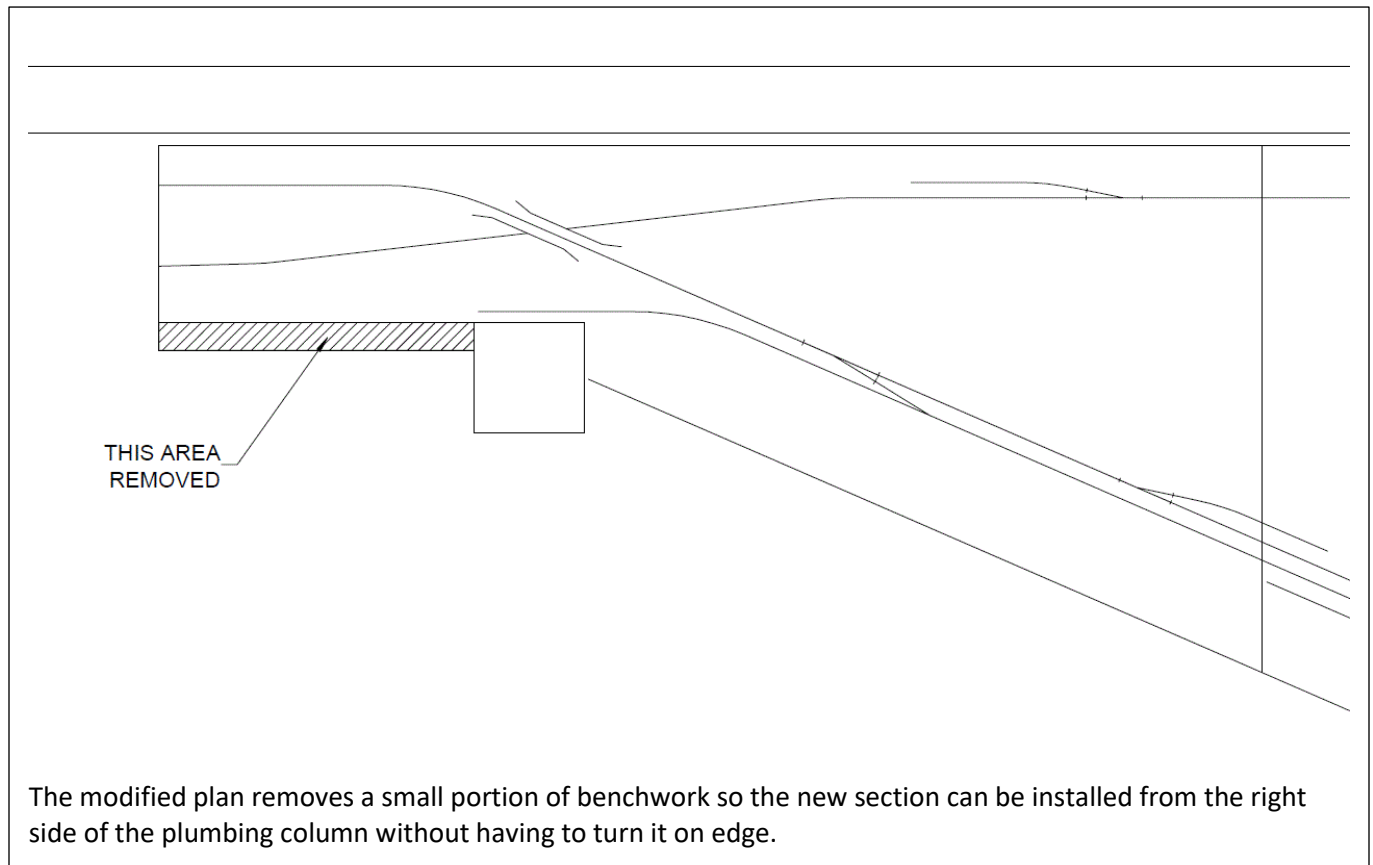
The plumbing column is just that, and not a support post. This is where the drain pipe comes down from the upstairs part of the house. It used to be in the wall between the laundry room and the basement bedroom before I had the basement remodeled into a large train room and a normal sized garage. The plumber told me that moving it back into the new wall was not practical. I decided to take advantage by placing the bridge behind the post where it would be less

conspicuous. I planned to install this by sliding the new section in on its edge and rotating it down so it would fit around the post. I'd forgotten something and it came back to bite me.



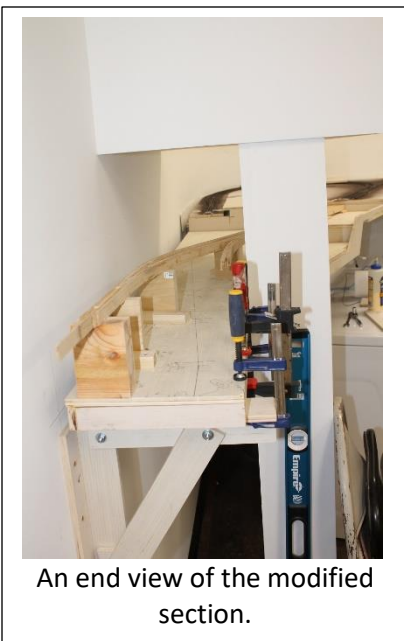
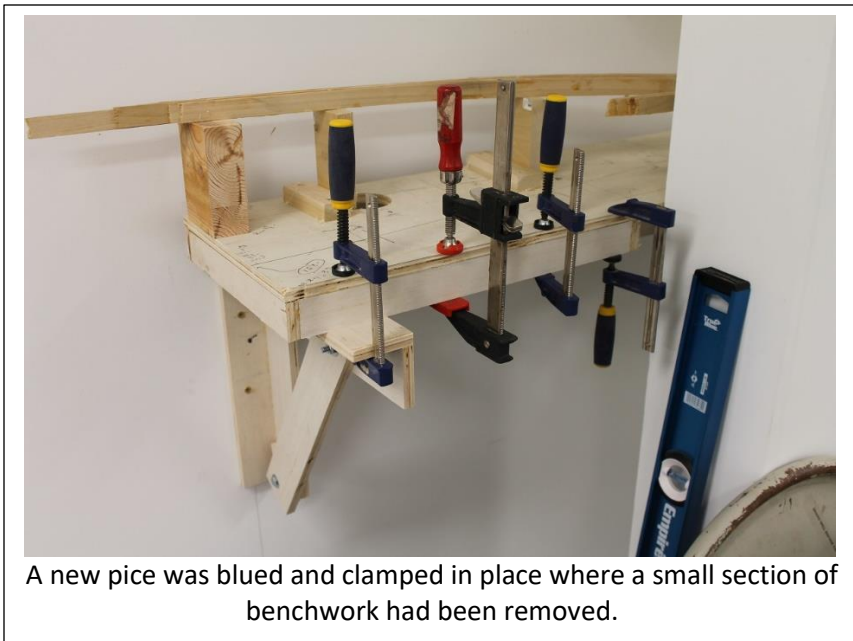
The laundry chute is too close to the existing layout benchwork to allow putting the new section in place by rotating it on edge.

You've likely already realized what my problem was. If I turn this section on edge, it won't fit between the laundry chute and the existing layout. I suppose I could have removed the North Newton Section (which was already wired into the rest of the layout and had the track installed across the gap) and all of the supporting framework ... no, that wasn't going to happen. I made a slight change as shown in the drawing below so I could install it flat.



The modified plan removes a small portion of benchwork so the new section can be installed from the right side of the plumbing column without having to turn it on edge.

When cutting off this section of the layout it left the front edge unsupported, so I cut a new piece to fit and glued and clamped it in place. The next two pictures show the modification done to the benchwork and an end view of the modified section installed and benchwork support clamped in place.



I always do these trial fittings early in the section construction process and you'll see that not only is there no track, but the roadbed isn't even done. I've now finished the roadbed and gotten the lower track laid and am starting the wiring. The upper track is waiting while I modify a pair of turnouts to make a crossover with 1-1/16" track spacing rather than the 1-1/4" spacing you get by just putting them together. Oh, and don't let the track spacing dimensions throw you off – remember I'm modeling in N-scale.

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## Pt. Jervis Project

By Ed Smith

This month's article is totally different from what I planned to write about a few weeks ago. Due to summer travels, Salt Lake City and Ohio, little time was left for model railroading. Now, I'm not complaining. Salt Lake was a great convention and watching my grandson play baseball in Ohio was priceless. My wife and I both wondered what had happened to those two babies we used to

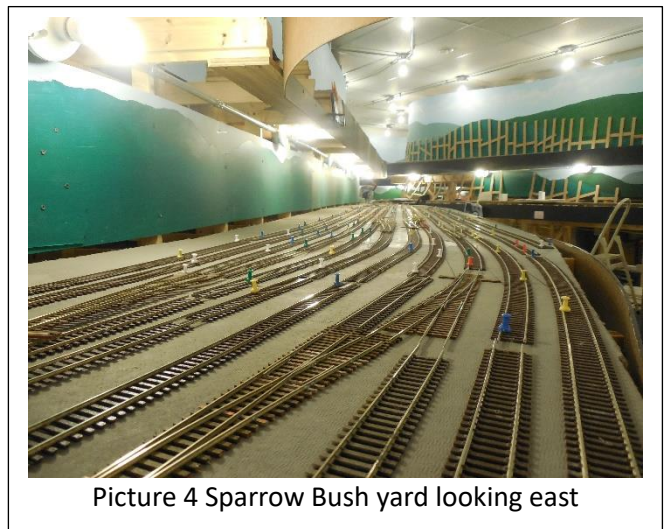
babysit for. Both are pushing 6 feet tall and looking at college choices. I love model railroading, but these times are precious. Back to trains.

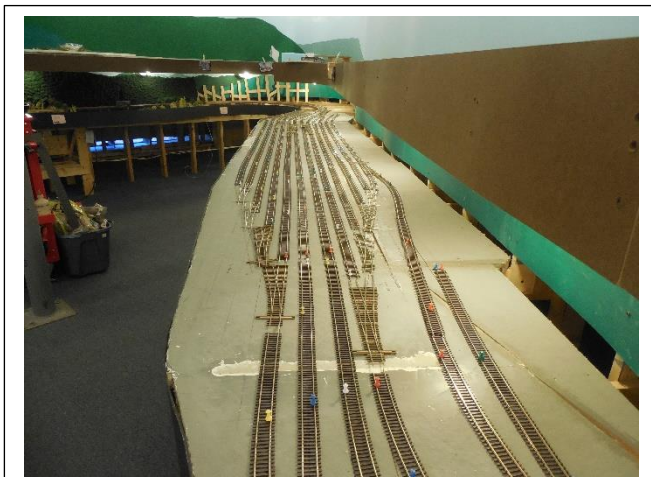
I think Horace Greely said “Go west young man, go west.” Well, I decided to go east on my layout. My plan was to describe how I connected two finished areas on the layout. One is the Mill Rift Bridge area that I’ve written about in the last couple of articles. The other is the open east end staging on the lower level of my layout. Both have scenery and have soldered wire drops (pictures 1 & 2). Due to the aforementioned travels, I didn’t come close to completing this task. So, this article is just an overview of my plans for the future weeks.



This connecting area is basically Pt. Jervis, NY. In the era that I model, 1940s, this was a major division point on the Delaware Division of the Erie Railroad. In the real world, the trackage stretches from mile post 80, east of Pt. Jervis, to mile post 91.2 at the Mill Rift Bridge. In my world, this is about 70’ of mainline.

There are four sections to be modeled, each having their own features. First is the rural area near the Mill Rift Bridge. This is about 10’. The mainlines are installed and super elevated on the curve. No scenery is installed (picture 3). Sparrow Bush Yard is next, 30’ in length. This was the Division classification yards east and west (pictures 4, 5 & 6). The track is temporarily laid with





Picture 5 – Sparrow Bush yard looking west



Picture 6 – Sparrow Bush east of the yard throat, with industry flats

push pins. Number 8 switches are overlaid on the mainline and Number 6 switches are used for the Yard tracks. Once all the trackage meets my criterion, it will be fastened down. Spurs are laid out for Industries and Building Flats are in various stages of completion along the track.

The third area is the Erie Steam and Diesel Engine Facilities. This is about 10' in length. It will have shops, fuel facilities, a 90' turntable and scratchbuilt roundhouse (pic 7 & 8).



Picture 7 – Fast Tracks double slip tie sections are used to plan the layout entering the engine facilities area.



Picture 8 – Template and rough-in layout of tracks leading into and from the 90' turntable. The roundhouse will be scratchbuilt.

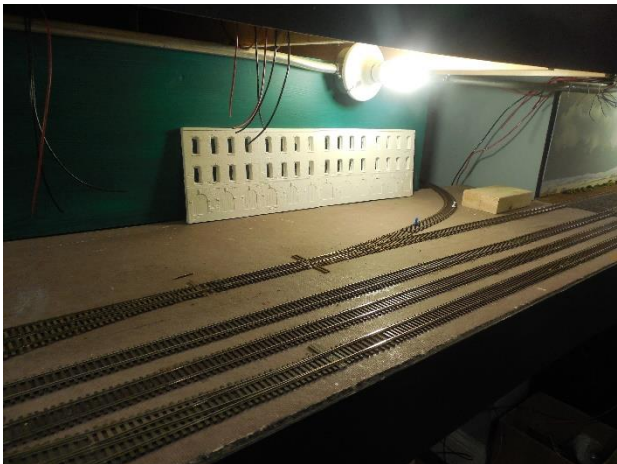
The town of Pt. Jervis, approximately 20', is last. There will be building flats of local businesses (picture 9) leading to the Erie station, business district, and NYO&W interchange (picture 10). This leads to east staging (picture 11). Each section has its own problems to be solved, from mounting multiple switches, clear of structural wood underneath the layout for switch machines, installing building flats made of both Hydrocal and print paper on foam board, and installing a 90' Walthers turntable. From all reports, this may not be easy to program. Scenery and structures will be added as time permits. My goal is to complete the mainline tracks on the lower level with a reverse loop for continuous running by the 2020 MER convention. That's 13 months and after completing this project, I'll have about 200' to go, for a total of 300'.



Picture 9 – Pt Jervis will include building flats of prototype businesses.



Picture 10 – Continuing east through Pt Jervis, this section will include the Erie Station and the NYO&W interchange.



Picture 11 – Temporary placement of hydrocal building flats helps visualize and plan part of Pt Jervis.

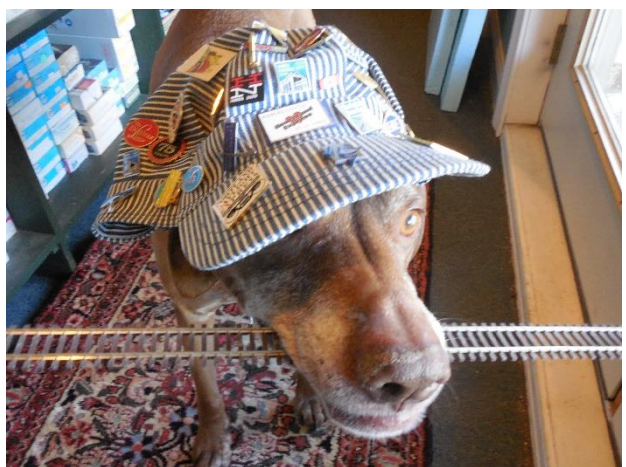


Picture 12 – Proceeding east out of Pt Jervis, the main line runs to open east end staging, previously shown in picture 2.

Stay tuned. In the upcoming month I'll try to describe this project and my journey west over the lower level of my layout.

Until next time, my assistant, Elway, and I will be in the basement laying track in New York.... (pic 13)

ED



Picture 13 – With Elway's help, I'll make my goal by the 2020 Convention.



## CLOSING PAGE BONUS



Baltimore and Ohio EA #51 undergoing restoration at the shops of the B&O Railroad Museum in Baltimore. This locomotive was the motive power for the first scheduled diesel passenger service on the Capitol Limited in 1938.

### Division Brass

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