

Division Coming Events

June Meeting:

**Saturday, June 8, at 10:30
at the Southern Piedmont
Live Steamers (SPLS)**

**8283 NC-742 South
Oakboro, NC 28129**

Superintendent's Corner

By Andrew Stitt

I had the opportunity to talk to a number of folks at the recent train show at the North Carolina Museum of Transportation in Spencer. I think the attendance at the show was pretty good. Some of the sellers I talked to seemed to be pleased with the volume of sales which were pretty decent.

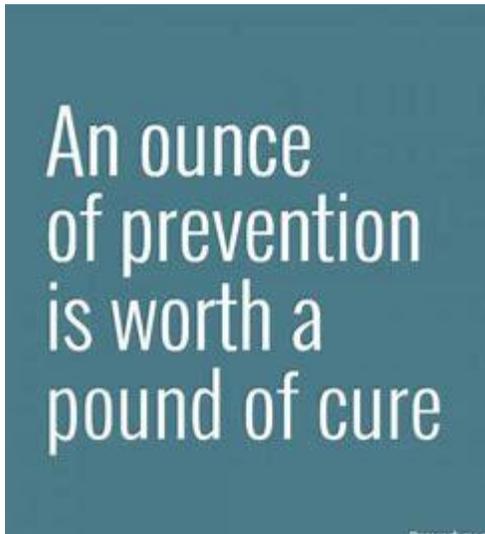
One of the things that struck me during the event was that those attending the show made the time available to come. You know, that is not always an easy thing. Many of you who are working not only have employment responsibilities, but also family obligations. I was impressed to meet a member with 4-year-old twins who managed to take in the show! Another employed member managed to make it even though he was preparing to leave for a month job related stay in Florida. Even those of us who are retired have things that occupy our time. My wife and I recently

completed one major house project but have started another that will likely take a month to complete. Many of us who are retired also have grandparent obligations increase during summer vacation.

My point is this – at times, life gets in the way. We all understand this, and I think most accept it. Model railroading is a hobby. Make time to enjoy it when you can. Sometimes more, other times less. On that note, let me provide a note about the CSD activity for the month of June. The Southern Piedmont Live Steamers are having an open house for our members at their track near Oakboro, NC. This will be a unique opportunity to see somewhat larger model trains in action outdoors. A change from HO or N scale! Hopefully many of you will consider making time available to travel there to see the trains in action.

Editor's Notes

By Chad Barnette



What a busy time it's been this spring. Spring....ha! I'm wiping my forehead as we speak and I'm inside in the air conditioning! Sometimes work gets in the way, whether that's a 9-5 or whether that's chores around the house and other obligations. I'm trying to find small ways to include my hobby. This month that meant doing more design work than usual since I'm away from my layout. It's a great reminder to myself that preparation can make things go a lot easier when the rubber meets the road. There's a time and a place to just go and do something without much preparation, but I find it often leads to a lot more revisional work than I care to admit.

Wade's Train Town – May Stats

Open houses: 4

Attendance: 322

Volunteers: Keith Iritsky, Gil Brauch, Tim Rust, Ed Smith (2), Bob Halsey, and Ken Riddick

SUBMISSION GUIDELINES

I target the 1st of each month for publication. Please submit articles for publication by the 25th 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

Division and Regional News

Jack Parker



The Carolina Southern Division lost a beloved member this week. Jack Parker, MMR #504, passed away at the age of 96. Although I didn't know Jack, I know how much of a legend he was in the model railroad community. I look forward to learning more about Jack's legacy in the coming months. For starters, Roy Becker gives us a glimpse into a trip he and Jack took to the national convention in 2016 later in this issue.



AP Awards from the Plywood RR Desk

Contributed by Neal Anderson, MMR

Neal Anderson has provided the following updates for the achievement program activity last month.

- Several members have structures in progress that will soon yield merit awards.
- One member is set to receive a merit award this month, but they don't know it yet....

Spotlight on Local Model Railroad Clubs

Contributed by Rich Colton

Rich Colton was kind enough to send us some info on the modular O-scale Yadkin & Catawba Model Railroad Club. Although most of the year's events have passed by, I'd like to show the full schedule so folks get an idea of where they can spot the club's layouts.

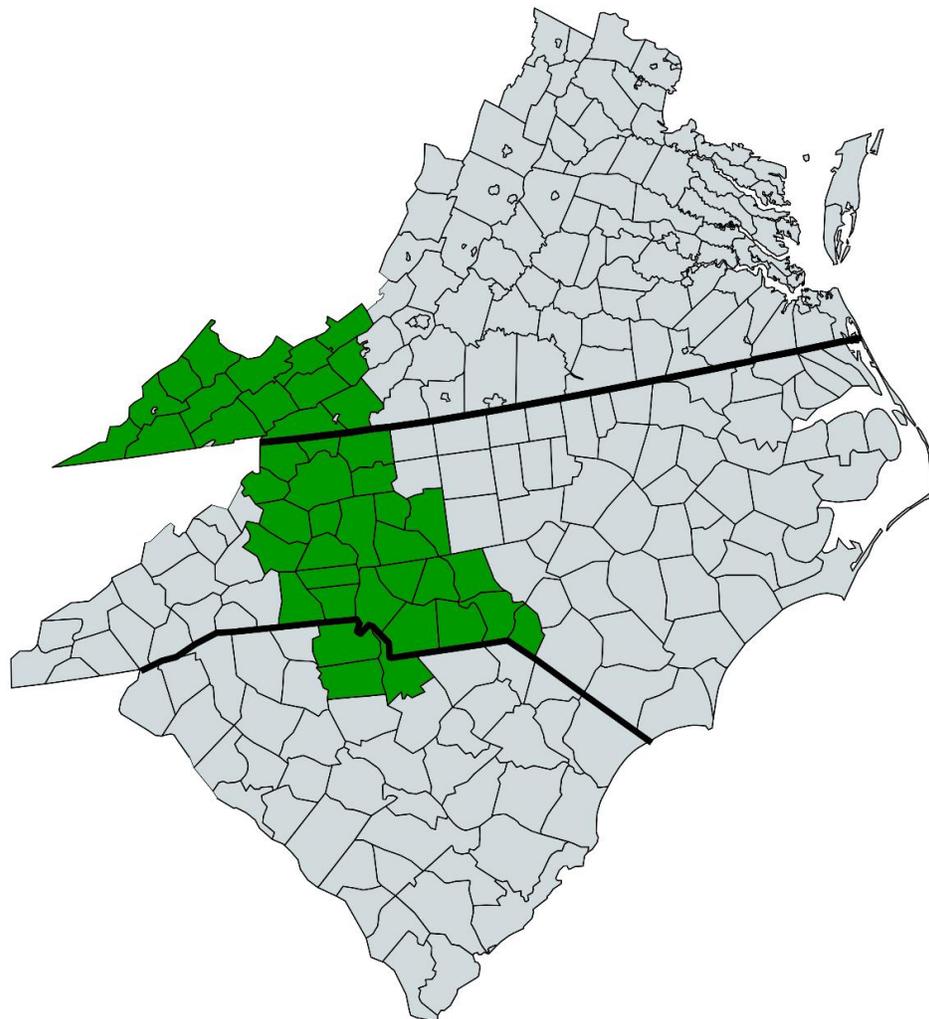
Thanks Rich!

Y&CMRC Train Shows - 2024		
<u>Date</u>	<u>Show</u>	<u>Location</u>
16-17 Feb	Model Train Show	Rock Springs Baptist Church, Easley SC
23-24 Feb	Asheville Train Show	WNC Agricultural Center, Fletcher NC
5-6 Apr	21st Annual NC Railroad Expo	Metro Center, Hickory NC
17-20 Apr	TCA- Eastern Division	York PA
11-May	National Train Day/Folk Art Festival	Newton NC
18-19 May	Spencer Train Show	Spencer NC
28 Aug-2 Sept	American Legion Fair	Newton NC
17-19 Oct	TCA - Eastern Division	York PA
BOLD = Shows we regularly attend		

The New CSD Map Has Arrived

Contributed by Andrew Stitt, Superintendent

In recent months you've heard a lot about the updates to the Carolina Southern Division in regards to which counties were joining our ranks. Well, the wait is now over and the map has been made official by the NMRA. Below is a quick glance at the counties that are now included in our membership. In case you don't know the name of all counties in all states, we're also including the list of counties for your reference.



National Train Day at Train Town in the Newton Depot Model Railroad Center

Contributed by Gil Brauch, MMR

You may have noticed that there have been numerous pleas here in the Brass Pounder and other CSD communications asking for additional volunteer help on Saturdays hosting visitors to our Wade's Train Town Project over the months and years. Well, Saturday, May 11, 2024 provided an example of the value to not only our Division and the Newton Depot, but to the growth and success of our hobby in general. The Newton Depot celebrated National Train Day then with a well-publicized special event complete with outdoor music, food and coffee trucks, locomotive cab rides, guided tours of the Southeastern Short Line and Narrow Gauge Museum and – of course – model railroad displays in their Model Railroad Center. And that's where we come in. Photo 1 shows the window display of the building that houses Train Town. Photo 2 is a close-up of the 'tag' on that window that credits our Division with operating and maintaining Train Town. Pretty neat, huh!!!!



*Photo 1:
Train Town window at Newton Depot*



*Photo 2:
CSD 'tag' on Train Town*

Holding a National Train Day event, by itself, means nothing unless folks actually come. Well, on May 11, 2024, they came; and they came in great numbers. We had over 250 visitors come in to see Train Town. That's more folks than we saw in a year between 2016 and 2020. And although we are in a room with three other layouts, everyone is immediately drawn to the Train Town side of the room and greets it with their version of "WOW!!! – This is AMAZING!!!". Photos 3 and 4 show two views of just a small portion of the crowd. We were so busy with engaging with folks and answering their questions that we didn't have time to take more photos. Some of the questions were driven by a Scavenger Hunt paper that was given to attendees (Photo 5) which was used in a drawing for tickets to Tweetsie.



Photo 3: Layout visitors on Train Day



Photo 4: Some visitors later in the day



Photo 5: Scavenger Hunt paper.
Note item in the blue box.

Admittedly, we don't see crowds like this every week. However, we frequently encounter folks who are genuinely interested in or already involved in our hobby and didn't know there was anyone in the local area that they could communicate with. We had three such visitors that weekend who we were able to point in the right direction for them to make connections – one pointed directly in the direction of our Division. So, you see, your participation in our hosting the layout can help produce more positive results.

You don't have to commit to a huge amount of time to help out. Our Division's commitment is for hosts only on Saturdays from 10 am until 4 pm. Right now a team of four is bearing most of the burden, with help from two or three others from time to time. If we were able to add even only a half dozen more, it would make it easier to schedule folks and cover times when the lead team members needed to take a break. Actually, having two people in the room makes it easier for everybody to take time for lunch and other necessary breaks during the day.

Bottom line: Consider how you can become a part of the team who at this time and in this place endeavors to support and promoted this, The World's Greatest Hobby™.

FOS Scale Barlow's BBQ Build

Contributed by Keith Iritsky

I'm currently building the FOS Scale kit of Barlow's Smokehouse (Photo 1). The kit contains a lot of neat BBQ signs, so I'm keeping it a BBQ joint. I model South Shore, MA so a Clam Shack would be appropriate, but...



Photo 1: FOS Scale models 'Barlow's Smokehouse

The 1st step in making a kit is to read the instructions all the way through. 2nd with laser cut wood walls, and any material actually, is to brace the walls with 1/8" Sq. for HO. The suggested bracing was minimal so I added some more as appropriate. As I added the bracing, I weighed the walls down on a thick piece of glass with 123 blocks (Photo 2). While these were drying, I primed the 1/16 strip wood for the corner trim and painted this white with a little antique white added. I pretty much stick to cheap acrylic craft paints for structures.



Photo 2: Walls with 1/8" Sq. stock bracing

I reluctantly added nail holes vertically spaced roughly 2 scale feet apart. I say reluctantly because I think nail holes are overrated and over sized in HO scale. I can't see nail holes in the siding of my painted house from 3 feet away, let alone 200 or 300 scale feet away as viewing an HO building on our layouts. On a bare or stained wood O scale building I could imagine they would look okay, but a Pounce Wheel in HO makes a hole almost 2" in Diameter. Before painting the walls, I added some lifted boards with a razor blade and etched in wood grain with a fine razor saw blade dragged along the length of the siding boards.

When the wall bracings were dry, I primed the walls with Rustoleum flat medium grey on the outside, and Rustoleum flat black on the inside. I gave the walls a wash of Hunterline black stain horizontally. This settles in the cracks and spaces between the horizontal sliding boards.

The walls were painted with Americana Hauser Med Green. To add the effect of splashing dirt on the lower edge of the walls, I dabbed on some Floquil Dirt with a sponge (Photo 3). After this, the signs were added. Most represent metal signs but the large black sign is a "painted on" sign. To achieve this, sand the back of the sign with 220 grit sandpaper in one direction, until it's almost see through from the back, then cut out and spread glue on the back, and place on the wall. Press it into the siding with your fingernail to recess it onto the space between the boards. Work from the center out.



Photo 3: Initial painting with Americana Hauser Med Green applied after priming with Rustoleum Med Grey on outside, and Flat Black on the inside

Next step is to paint all the windows and doors. I primed them by sticking them to a piece of 2" painters tape doubled over so the sticky side was up. I sprayed Flat Black on the back, and when it was dried, I flipped them over, and painted the front with Flat White Primer. When that was dry, acetate was glued to the windows with canopy glue. Window shades of colored paper were added to the acetate with canopy glue and any windows to unlit rooms and floors were blacked out with black paper over the window shade (Photo 4).



Windows, doors, trim and signs installed. The 2 walls for the center section have Rusty Stumps laser cut cedar shakes strips applied.”

Wall assembly came next. I use Tightbond 2 wood glue for wood to wood joints. When assembling the walls, it is best to assemble two walls together to form an L, then join these two wall sections together to form the four walls. The kit has a left wing two story building, a one floor right wing building, and a center section joining the two. The center section has corrugated metal siding provided to apply to the basswood wall. My layout is set in south shore Massachusetts so I wanted to use cedar shake siding instead of the metal. I applied cedar shake strips by Rusty Stumps using white glue. The stain Hunterline Black was applied followed by dark gray acrylic in areas. Then, two lighter applications of gray followed by a dry brushing of antique white over the shakes. A few shakes were cracked with a knife and some lifted (Photo 5). These walls were glued to the basswood floor section and left to dry. I came back to check after it was dry.



Photo 5: Cedar shakes weathered. Kit originally called for corrugated metal siding but I felt cedar represented New England better.

CONFESSION TIME: I inadvertently glued one of the walls upside down. I noticed the window sill was on the top and water would collect in the shakes instead of being shed. It's panic time. Then I go to my thinking spot and think, think, think. I couldn't easily get a blade under the bottom and the side of the wall glued to the 1/8" Sq. stock, bracing the wall, and acting as a stop, so I applied some Isopropyl Alcohol and water mix to the joint, and it softened the glue enough for me to pry the wall off and turn it right side up. I should have used wood glue to put on the cedar shakes as some came loose and fell off. These were secured with wood glue and touched up. No real harm done.

I'm going to have this kit evaluated for AP points, so I wanted to do some type of interior, As the part of the rooms were going to be lit. The 2 story buildings needed the front half of the first floor to have an interior, as it had two windows and a double door and transom to see through. I made a rear wall with doorway to partition the building in half. This had a crude wall clock cut out of cardstock and "painted" with colored pencils. And some kindergarten quality "pictures" on the wall. Since vision is obscured by the porch roof, and blinds in the windows, the features inside can be crude (Photo 6). The tables and benches are made of paper. Decorations drawn on with colored pencils and markers, low quality figures, etc. All these were

incorporated by me in the interior (Photo 7). Dining booths are made with paper along with tables and chairs. I put a few figures in. Inside the unlit center section, only some items near the front window and some mere suggestions to the rear are needed. These are made of bits of square stock and styrene rod with some barrels and boxes (Photo 7a).



Photo 6: Overall pic of the building with rafter tails installed and basic interiors

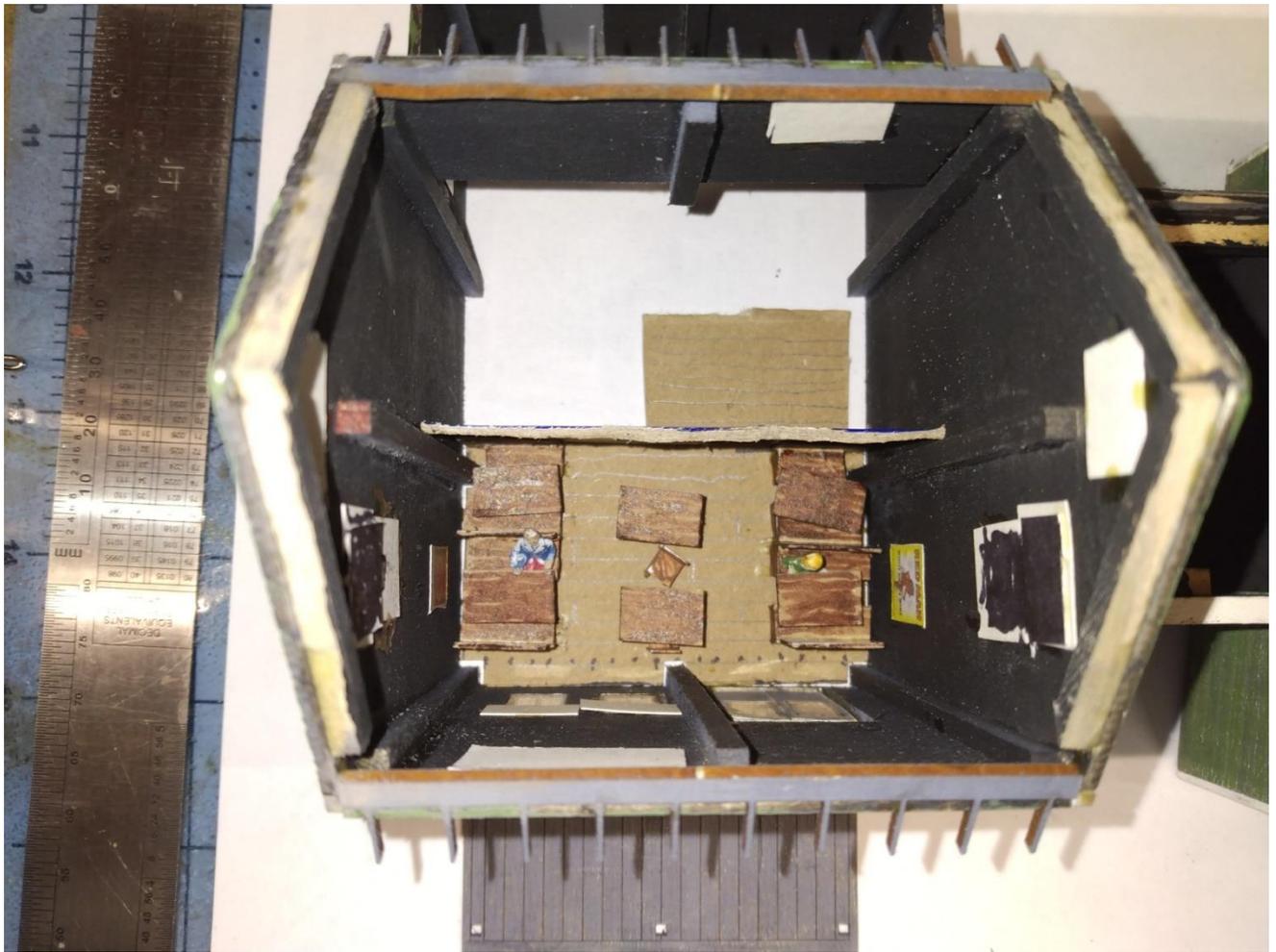


Photo 7: Interior of lit section to give the impression of a restaurant through the windows



Photo 7a: Center section is unlit so less detail.

The next steps are installing the roofs and the rooftop signs. LED lighting and details which I will cover in part II.



Photo 8 (Above): Right side view of progress so far. I will light the front room, in the foreground and the same in the two story building. The second floor windows have been blacked out with black paper



Photo 9: Right side view.

Urban Renewal

Contributed by Ed Smith, MMR

In an earlier Brass Pounder article, I described how I scratch-built an interchange tower for my Erie RR. It represents the interchange with Erie Main and the Jefferson Coal Division in Pennsylvania (pic 1). Now I have a fairly large layout under construction, but not enough room to add my two Coal Divisions. So, the Wyoming and Jefferson Divisions will both disappear into the backdrop and terminate in the infrastructure for staging. This article describes how I'm attempting to camouflage the Jefferson Division.



By referring to the first picture, you can see the track leave the mainline and disappear behind some trees. It goes through the backdrop and reappears on the other side in an area that will be Susquehanna, PA (pic 2). The Erie RR had a major complex here. A large classification yard, 130' turntable, car shops, and a large brick station over 300' long were located here between the Susquehanna River and the elevated town of Susquehanna. My rendition of this site is approximately 3' wide and 30' long. The elevated town is a perfect place to hide the Jefferson staging track.



I ran the single track the length of the backdrop. Using foam core board, I cut multiple lengths 4" wide and 30" long. Using wood blocks to reinforce, I built a wall the entire length in front of this track (pic 3). The wall is about 30' in HO scale, a little more elevated than the prototype. But the 4" allows for conformance standards for running trains in the enclosure. Next, I made top enclosure pieces in 30" lengths to cover the track and create a base for the town (pic 4). When I installed the backdrop a few years ago, I decided I wanted an undulating backdrop, not straight and flat, to help create the 3-D illusion when I added trees and details. This complicated the cutting of the top pieces, since they had to fit the undulations and were not strictly right-angle pieces. The tops rest flush on the 4" walls and are supported by small wood blocks glued to the backdrop. Finally, I purchased Bass Wood sheets 1/8" x 4" x 3' and glued them on the front of the wall. I used a piece of foam board at the base to elevate the Bass Wood, so I would have a 1/4" lip on top, so the top sections will lay in the 1/4" gap and joints disappear.



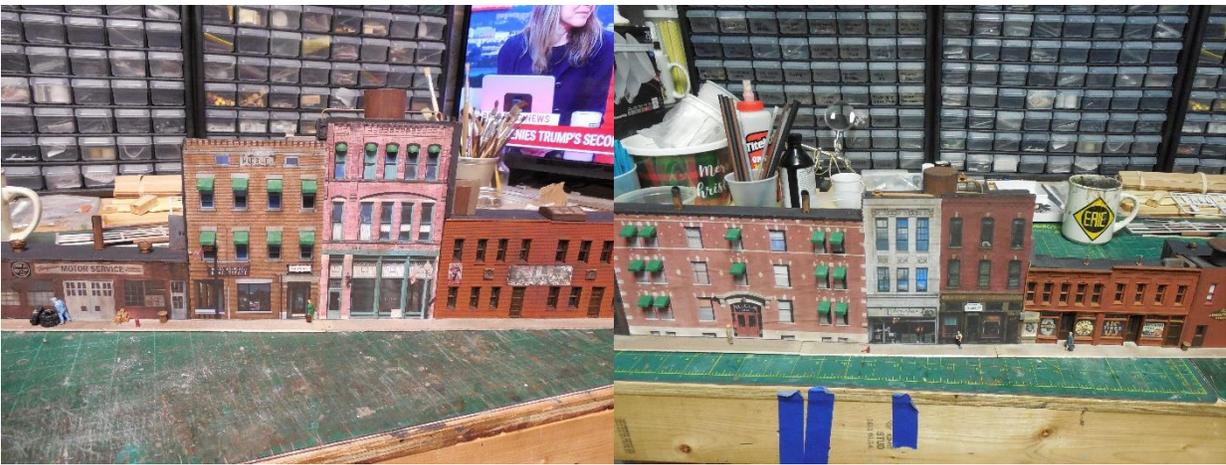
Now it was time to build the town. Using pictures that I took when my wife and I visited the area, I had an idea of what style I wanted to use. Using photos from Trackside

Backdrop and DPM buildings, I built narrow background buildings (pic 5, 6, 7, 8). The DPM buildings are supported with cardboard and styrene, and the pictures are mounted on foam core boards (pic 9). At my workbench, I created 4 blocks, each 30" long. Each block is built on a piece of 1/16" Bass Wood, so I could create sidewalks and curbs (pic 10, 11, 12, 13). I arranged the blocks on the elevated enclosure to finalize their positions and resemble my actual pictures (pic 14). Once satisfied, I detailed each block, adding roof details, window details, sidewalk details, signage, and people. The 4 sections were located in the proper positions on the foam core tops. I glued each block onto the foam core (pic 14, 15, 16, 17). Each block is located on an independent top enclosure, so the top and block can easily be removed for access to the staging track.

Background Buildings (Pics 5,6,7,8)



Sidewalks and Curbs



Blocks Glued onto Foam Core





Finally, I've started adding 3-dimensional details, like puffball trees, behind the building flats (pic 18, 19, 20). Note the gaps between the town blocks. I'm still experimenting with how I will create the illusion of the side streets disappearing into the backdrop. I'm also working on each end of the town. One end of the street drops down under the Main Line and terminates at the fascia (pic 22). The other end will morph into the rolling tree-covered mountain scene (pic 23). This section will be removable.

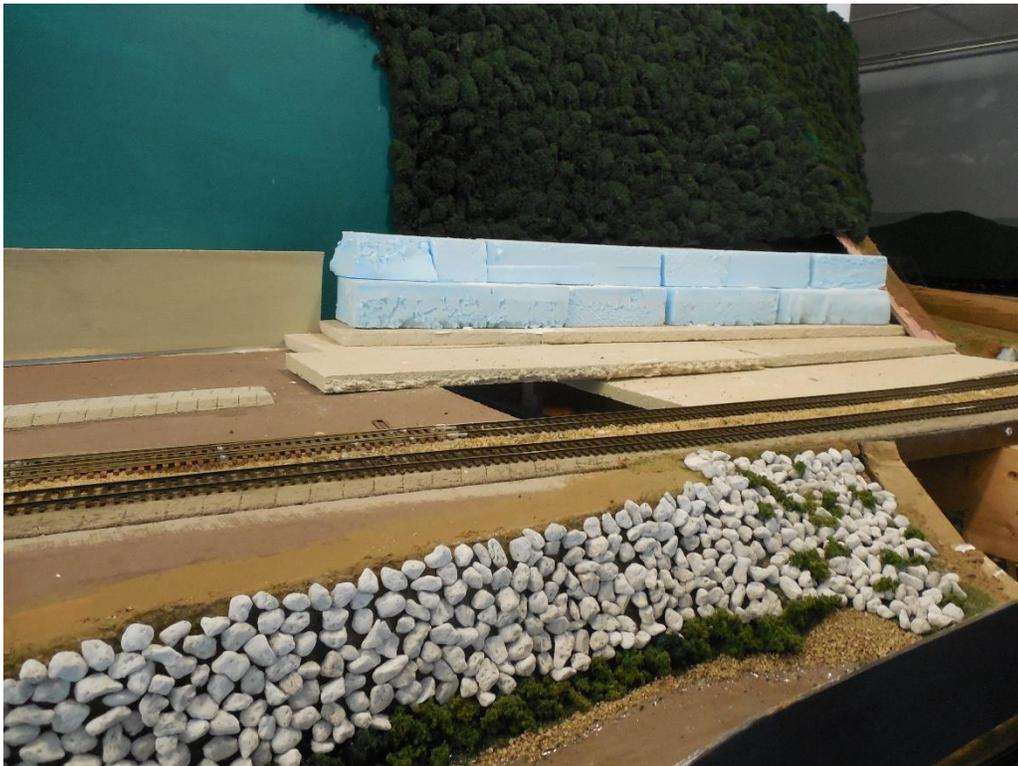
Three Dimensional Details





Forced Perspective Work





I still have a lot to build. First is to finish the elevated part and then drop down and build the Erie facilities. In the future months, hopefully, I'll have more updates.

Until then,
.... ED

Great Times with Jack Parker

Contributed by Roy Becker

In 2016 I had the privilege to attend the NMRA National Convention in Indianapolis with Jack Parker, MMR. We left on Thursday, June 30th going through Tennessee for me to work in route.

On Friday July 1, we went to the Kentucky Railroad Museum in New Haven, KY. We saw the indoor displays, which were very well presented. We even took the short train ride from the museum being pulled by a CF7 painted in the Santa Fe Blue and Yellow War Bonnet. However, Jack's favorite part was wandering around the property seeing a wide variety pieces of rolling stock and engines. This was very open. You could walk up to the equipment and touch if you wanted to do that.



On Saturday, we were in Northern Kentucky and went to the Creation Museum. If you ever go, plan on a full day. At the museum there is a Planetarium that is absolutely incredible. You may know that Jack has had night vision problems his entire life, so he had never actually seen the stars like most people do. He remarked that this was the first time ever he had seen the stars. He also related the viewing of the stars to their creator, "If the Universe is that vast how powerful the creator God is."



Sunday, we attended my nephew's church, then in the afternoon we moseyed on to Indianapolis. We each pretty much did our own thing regarding clinics and tours. We did get together with the Bronsons and had a great evening meal together. The main conversation centered on railroading, models as well as the 12" to the foot scale.

We left Indianapolis on Saturday after we bought things we didn't need. Then we headed to West Chester, Ohio to visit EnterTRAINment Junction. This facility is 25,000 square feet and consist of over 90 G-scale trains covering all eras of America's railroading. Jack loved most of it, however, they continuously adjusted the light level and when it got to dark Jack simply stood still and enjoyed what he could see in front of him until the light level increased for him to enjoy what was next. It was great to see the trains, but I had just as much enjoyment watching the little kid in Jack Parker come to life.





The trip continued that day on to Huntington, WV. Sunday morning, we attended Grace Gospel Church where my youth pastor was the Senior Pastor. After that we tooted around the various railroad tracks in Huntington, perhaps getting a little past the boundaries, taking many pictures. The uniqueness of the Huntington, WV stop is it is the northern end of Jack's Piedmont and Western Railroad. He had never seen the real area until 2016. Jack was a great friend and is already missed.

Roy Becker saying, "Happy tRails Jack".



CLOSING PAGE

The spirit of Jack Parker, forever captured by his P&W empire.



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