

THE BRASS POUNDER

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

Volume 11 Number 1

March 2011

Carolina Southern Division Events

Tichy Train Group Factory Tour

with Carolina Piedmont Division

April 16, 2011 10:00

3260 Nova Lane, Burlington NC

<http://www.tichytraingroup.com/>

Directions:

Take I-40 E to Burlington

Take exit #145/BURLINGTON

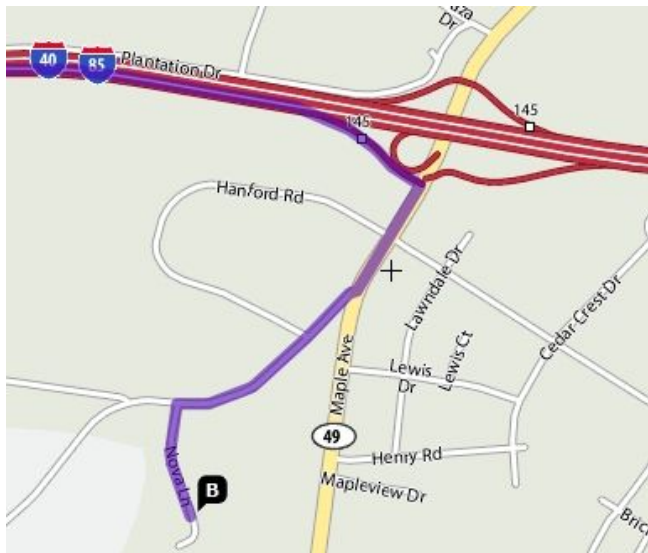
DOWNTOWN/LIBERTY - go 0.2 mi

Turn Right on MAPLE AVE(NC-49) - go 0.2 mi

Bear Right on ANTHONY RD - go 0.3 mi

Turn Left on NOVA LN - go 0.20 mi

Arrive at 3260 NOVA LN on the Left



DB&W Annual Swap Meet

April 30, 2011 9 - 2

1500 Lentz Harness Shop Road

Corner NC 49

Mt Pleasant, NC

(approx 20 mi E on NC 49 from Harrisburg, NC)

Calendar of Events

8th Annual NC Railroad Expo

April 9, 2011 9 -4

Alexander Chapter-NRHS

Hickory Metro & Convention Center

Hickory, NC

<http://www.tarheelpress.com/Trainshow/>

Macon Tracks, SER Regional Convention

May 20-21

Macon State College, Macon GA

<http://www.tface.org/2011.htm>

2011 NMRA National Convention

"The Unconventional Convention"

July 3-9, 2011

Sacramento, California

<http://www.x2011west.org/>

NC Rail Run Op Session Weekend

September 2 -4 (Labor Day)

<http://ncrailrun2011.blogspot.com>

National Narrow Gauge Convention

September 7-10, 2011

Hickory Metro Convention Center

1960 13th Ave. Drive SE

Hickory, North Carolina

<http://www.narrowgauge2011.com/>

MER Regional Convention 2011

October 27 - October 30

Embassy Suites Hotel, Cary, NC

<http://mer.nmra.org/MERConv/MERConv.html>

State of the Division

By Steve August – Superintendent

Hello and welcome to another year in the Carolina Southern Division. As a division we made lots of headway and many changes around the Carolina Southern Division. We accomplished a lot in 2010, for instance voted to incorporate the division; we had a very successful Railroad Model University. Now a year later and 2011 is off and running and we are looking forward to another great year.



We started off this year with a very successful Railroad Model University and 123 members, this was closely followed by our yearly meeting in which we elected a new Director, David Ward. David brings an enthusiasm for Model Railroading and Rail fanning not only to the board but to the Division as a whole. He immediately jumped in and took over the Operations Weekend. This year the Operations weekend will be held over the Labor Day weekend and it merged with the NC Rail Run to come up with a fantastic weekend that we can all be proud of.

The details of this event can be found not only our website but also at:
<http://ncrailrun2011.blogspot.com>.

However, these few events are not the only events we do here in the CSD. The CSD is only as successful as its last event, and we cannot be successful if you do not help us a little with ideas of things you would like to see and do. I have been Superintendent for a little over 3 years now and this job is difficult at times and at others very easy and laid back. No matter what we do we need you to offer ideas or just sat you want to learn something new about model railroading, let the rest of us know and we can put together a clinic, a meeting or just a small group who want to learn the same thing. This is a volunteer organization, and several do the work of many, but if you decide to help we all can benefit.

We have a couple great events coming up that will be something for you to get involved:



Tichy Train Group - The Carolina Southern Division has been invited by the Carolina Piedmont Division located up the Raleigh Area to tour the Tichy Train Group Factory located in Alamance, NC. Tichy is a local manufacturer who makes a lot of the detail parts that you use every day in your modeling projects on your layout. The factory tour will be on April 16, 2011 at 10 AM. The factory is located at 3260 Nova Lane, Burlington NC.

This will be a great opportunity to come and tour the factory, ask questions about how things are made and even be able to purchase some items that you have needed to finish those modeling projects that you have been working on. If you would be interested in carpooling with others please send me an email stating that you would like to drive or ride by April 08, 2011 and we will set up some carpools.

(continued)



Boy Scouts of America – You have heard lots of people talk about the Achievement Program for the National Model Railroad Association. Here is an opportunity to earn your Volunteer

Certificate rather quickly and help out a great organization at the same. The Boy Scouts in our area have an annual event called the Merit Badge Encampment held at the McGuire Energy Emporium.

One of the Merit Badges that can be earned is for Railroading. This merit badge encompasses all aspects of railroading, from jobs in railroads, types of railroads in our area, types of freight carried and yes, Model Railroading too. Rick Knight and I have done this merit badge for several years now and we now need your help. All you need to do is become a Merit Badge Counselor with the BSA and you are eligible to earn credits for volunteer.

The credits can mount up quickly, you will receive 1 TU (Time Unit) credit for each month that you are a counselor, and you will receive 1 TU for each Boy Scout that completes the class. Rick and I can get the materials you need to teach the class. We have the next Merit Badge Encampment scheduled for May 7, 2011; we are planning on doing 2 classes with about 20 boys in each class. If you get signed up now, that is 32 points you could earn for this certificate in one year. If you are interested in helping us out please contact either Rick Knight or myself and we can help you get started.

The Carolina Southern Division is only as successful as the last event that we hold. We are only successful if you decide to get involved if only a little bit. If you have an idea for something you would go to and see or learn or do contact anyone of the CS Division Board Members and we can help bring your idea to life.

A Time for Sharing

By David Ward

My name is David Ward and I have been a model railroader for all of my life. Over the years some of the best times I have had in model railroading have been when I have learned something new from other model railroaders. Often times the things we struggle with just need a small bit of advice to allow a model project to get back on track. Years ago when I was attempting to super detail locomotives, Jack Monette showed me how to use a pin vise with a needle installed to locate and pre-punch lift ring holes. That was a great tip then as much as it is now and I am grateful to Jack for showing me that. We all have a talent to share with each other. To me, being in this club is more about what I can do for my fellow modelers than what the NMRA can do for me. There will **never** be a time where I am too busy to help a fellow modeler. Even with a huge railroad to get finished I will take the time to help anyone with any aspect of this great hobby. If I don't know how to do something I will direct you to the person who does know. There are a bunch of great people in this hobby who are more than willing to share knowledge. Just give a call if you ever need help with a model railroad project. One way or the other I am positive I can get you the help you need.

David Ward, Denver Boulder & Western Railway

dbwrailway@gmail.com

MER Election Time

By Bob Minnis

Chairman, MER Nominating Committee

Here is an opportunity for you to contribute to the NMRA at the local level – a chance to “give back” something to this wonderful hobby of model railroading that we all enjoy. Volunteer to run for a Director position in the MER.

Since this is an odd numbered year, the three Director positions on the MER Board are up for election. The successful candidate(s) will serve a two (2) year term beginning at the annual MER convention, this year in Cary, NC.

To be eligible, a candidate must live within the Region boundaries and submit a candidate’s “Statement of Qualification” along with a head and shoulder photo prior to the April 15th deadline. If you miss this April date, you must include a nomination petition signed by 25 current members in addition to the statement and photo and submit them prior to June 1st. These documents can be sent either by regular mail or electronic means to any member of the nominating committee prior to the deadline. The members of the committee are:

(Chairman) Bob Minnis – kahlualab@aol.com (434) 589 3011

Mike McNamara – mikemcnh@comcast.net (856) 824 0871

Dave Chance – loconut@carolina.rr.com (704) 933 4200

Election as a Director will satisfy some of the requirements for the AP’s “Association Official” award. Ballots will be mailed separately to the membership in late August or early September.

Duties of an MER Director

P.J. Mattson

Vice President Of the MER/NMRA

“There is a meeting on the Thursday before the Fall Convention in the Convention Hotel. Then there is a Meeting on Sunday at the end of the Convention in the Convention Hotel. These meeting are to wrap up anything that needs to be done by the end of the year and also the Sunday meeting is for all who would like to come and give their input or asked their questions. Then there is a meeting in January. This is to approve the year’s budget and assign duties to the Directors. Each Director has certain responsibilities. You usually have people that are volunteers that actually do the work but you have to see that it's done. For example when I was a Director I had the Web Master, The archives person, The Election Board, The Election vote counter and the Budget Committee under me.”

“Now if something comes up any other time that needs to be handled by a vote of the board it is done by e-Mail. A full write up the request or problem is given to each of the voting board members and then you make a decision and send in your vote.”

“The newly elected officers take office at the Sunday meeting at the convention.”

“I hope this helps. If you have any other questions please contact me.”

The DB&W Railway Operations Group presents a

**FREE Model Railroaders
Swap Meet
Saturday, April 30, 2011
9AM til 2PM**

**Located at the Northeast Cabarrus V.F.D.
1500 Lentz Harness Shop Rd. corner of Hwy 49 North
Mt. Pleasant, NC 28124**

**This is a time for model railroaders of all scales to buy,
Sell or trade all things model railroading.
Tables will be **FREE** this year but must be reserved by April 15, 2011
Admission is **FREE**, Parking is **FREE**
Hot dogs and drinks will be available for lunch.
Table set up will begin at 7AM
Model Railroad clinics and demonstrations will be announced.**

**For more information contact
David Ward
At
980-521-3532
Or**

dbwrailway@gmail.com

**The Carolina Southern Division
and
NMRA Operations Special Interest Group present
NC RailRun 2011
Annual Operations Weekend
Friday-Sunday, September 2-4, 2011**

We are expecting to operate on 10 great model railroads in the Piedmont region of North Carolina. All levels of operating experience are welcome. Join us as we bring these model railroads to life.

Watch for details at <http://ncrailrun2011.blogspot.com>

NS Slug #921 Part I

By Jim Allen

This photo was sent to me by the same friend that sent the Geometry Slug photo, I am not sure where he found it. My guess railpictures.net. In any event this is another unique slug to me and I immediately was ready for the challenge.

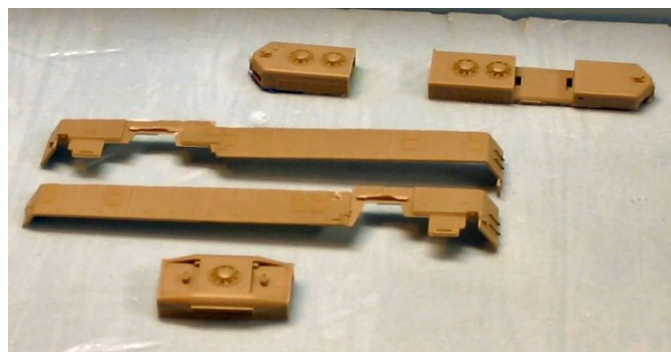
NS Slug 921 was formally a GP 9 with the NW railroad, road #844. In 1985 it was rebuilt into the 921 road slug, model RP-E4D. There were several of the GP 9's converted between 1984 and 1985, many were setup for remote control, Slug 921 was not.



As price dictates a lot of what I do within the hobby I set out to find a couple of used GP9's with dynamic brakes. As it turned out fellow club member and friend David Ward donated a pair of undecorated GP 7's with dynamic brakes. Close enough for me!

I had already assembled about every image that I could find of the #921. I had also done quite a bit of research on them as well. The main question was, would they be powered? Unfortunately this version of slug is very low as compared to a regular GP9. I'm not giving up just yet but it will be very difficult to pull off. Once the shell is completely built and ready to prime I can begin working on the motor and chassis to see if this can be accomplished. Its not looking good even for an N scale decoder at this point. There is no top weight to remove, the current engine and control board sit pretty high for this slug. The weight is molded into the frame steps, fuel tanks etc.

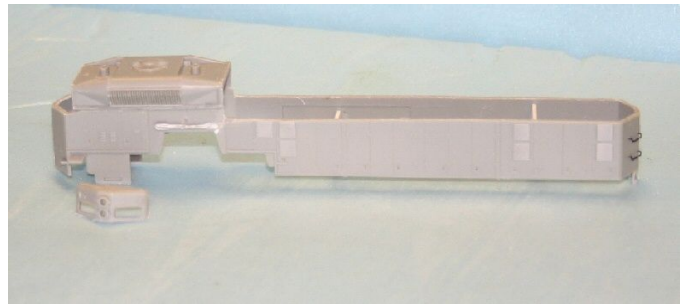
Let the cutting begin. The GP 7 was completely stripped of all glass, handrails etc. The cab was also removed as there would be no cab. To be honest not even the current vents would remain. One of the first problems that I ran across was that Atlas molded the dynamic brake tubes to the shell. I had really hoped that they would of been removable as there were on some earlier Athearn GP 40's.



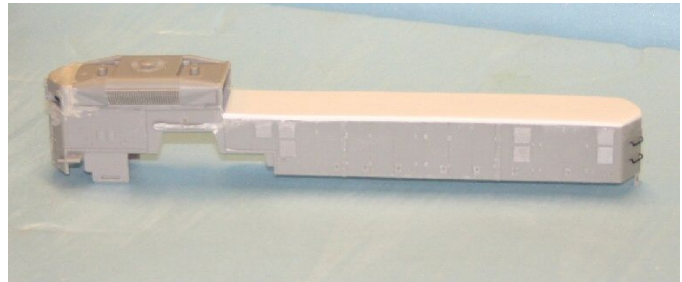
On the slug the dynamic brake tubes were moved up to the front end of the locomotive. I carefully cut out this section from the GP7 using a band saw. Once this section was removed the shell was marked for height reduction. The band saw was again used. The problem for me was that both sides were not being cut in the exact same places. In other words one side was cutting more off than the other. There is no guides for custom cutting a thin locomotive shell. You basically have to hold the shell real still while you cut. I quickly abandoned this process and went to plan b. Using an Exacto knife, the shell was cut in half on each end.

OMG Have you lost your mind? :) I am sure that there was an easier way, I just couldn't think of it.

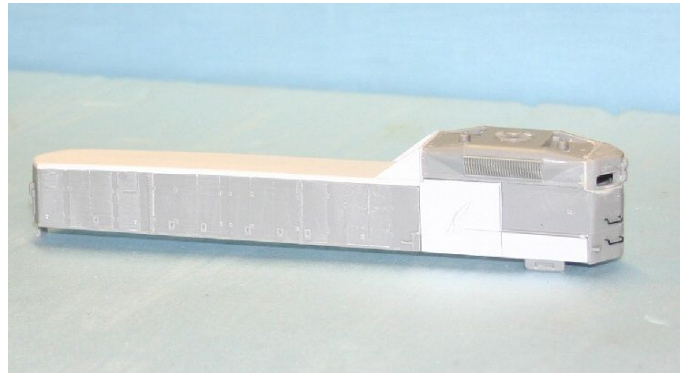
With the shell split into two halves it was much easier to reduce the height of each side. Sounds crazy I know. No turning back now. Once the two sides were the correct height they were re-glued as one. To strengthen the shell, 3 small pieces of sheet styrene were cut then glued in between the shell sides. At this point both the sides and the dynamic brake section needed to be trimmed, sanded etc. I recommend using a band saw as little as possible. Once trimmed correctly the dynamic brake section was refitted up in the front area of the shell. Notice in the photo that the top piece of the front nose was still missing. The section was cut out by hand then adjusted with an Exacto knife and sand paper until it fit back on top of the nose and in front of the brake tubes.



To complete the roof structure sheet styrene was cut then fitted over the rest of the top area on the shell. This was easily done by tracing the shell outline on the sheet styrene. Once the glue was dried on the top section, sand paper wrapped around a thin file was used to blend it in with the shell sides. To remove the existing GP 7 vents, a Dremel tool was used. The vents were sanded down smooth. Later two sets of vents would be added to different locations. The Dremel tool was also used to sand down the steps area around where the cab used to be. That area would need to be smooth for the next step.



Removing the cab left big gaping holes in the side of the shell. Again using sheet styrene custom fitted pieces were glued into place to cover all areas left empty. The only hole left to fill was on the backside of the brake tubes. Three pieces of styrene were cut and fitted here. One piece to cover the back of the db area and two additional pieces that angle back down to the top of the shell.



Once all of the panels and or panel opening had been fitted it was time for a coat of filler. Using regular household spackle, all of the cracks were filled. A couple of coats of primer followed with a light sanding in between each coat. These steps were repeated until the sanding marks, cracks and or joints were all smooth again. One of the nice things about totally hacking up an HO engine shell or boxcar is, most folks couldn't see any imperfections if they looked right at them. HO is just small enough to hide a few things yet big enough to get back on the tracks after a derailment. However I do plan on getting this judged so I will have to spend some extra time on the body work.

Continued Next Issue: modifying the frame, detailing, and painting.

The Division Brass

Superintendent	Steve August
Asst. Superintendent	Bob Halsey
Clerk	Jack Haynes
Paymaster	Dick Bronson
Director 2011	Fred Miller
Director 2012	Jim Rager
Director 2013	David Ward
AP Chairman	Dave Chance
Webmaster	Gil Brauch
Newsletter Editor	Jack Haynes

Articles are welcome on any railroad topic, model or prototype. Your editor is available to assist in preparing the materials.

Editor: Jack Haynes: jbh108@earthlink.net
704-296-2493

Division Website:
www.carolinasouthern.org

Submissions For Brass Pounder

Next Issue	Submission Date
May 2011	April 25, 2011