

# THE BRASS POUNDER



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

Volume 16 Number 2

March - April 2016

## Coming Events

(See CSD Website for  
further details)

### CSD Monthly Events:

Hunter Acres Baptist  
Church, 4620 Heman  
Drive, Charlotte

**Saturday, Mar 19<sup>th</sup>**  
**Clinic: Make'n Take**  
**Part II – RR Fusee**

**Saturday, Apr 16<sup>th</sup>**  
**Clinic: How to run a**  
**Modern Steam**  
**Locomotive**

**Saturday, May 21<sup>st</sup>**  
**Visit: So. Piedmont**  
**Live Steamers**  
**Oakboro, NC**

### Other Events

**Mar 18-20<sup>th</sup>**  
**RPM Convention**  
**Malvern, PA**  
[www.rpmvalleyforge.com/](http://www.rpmvalleyforge.com/)

**Saturday, Mar 19<sup>th</sup>**  
**10:00 – 3:00**  
**Greatest little Train**  
**Show in Greensboro**  
**Greensboro Amtrak**  
**Depot**  
**300 E. Washington St**  
**Greensboro, NC**

## Superintendent's Corner

By Alan Hardee

As January came to a close, it brought some changes to the Carolina Southern Division. The 2016-17 Division Officers are Superintendent – Alan Hardee; Assistant Superintendent – Larry Paffrath; Clerk – Fred Miller; Paymaster – John Stevens; Director 2016 – Blayne Olsen; Director 2017 – Roy Becker; Director 2018 – Gil Brauch. These are all well-known names in the Division, except one. So let's get to know your new Superintendent, Alan Hardee.

Unlike most folks who got their start in model trains with a Lionel set around the Christmas tree, I received my first train set at seven years old. It was an HO Scale Tyco set with a Santa Fe war bonnet F unit. As my interest in model railroading faded during my teen years, rail fanning helped with my train fixation. I lived one block from the Seaboard main in Dillon, SC. From my front yard, I watched the Silver named Amtrak trains, the Auto Train, and especially the Tropicana Juice Trains. My best friend's Dad was Trainmaster for Seaboard and I made a few trips with him on the rails in his Hi-Rail.

The Model railroad bug bit again in the late 80's. I awoke one morning after it had been snowing all night. Total for that storm was 13.5". Snowed in and looking for something to do with my time, I found an old box packed away. Upon opening it, my childhood memories came back. Inside were all my trains from years past. Nothing fancy, just some Tyco and Model Power Locomotives and freight cars, but that was enough to get me started again. Then came the 4 X 8 layout with Athearn Blue Box Equipment. After the move to my current home in 1994, a new layout was started - an 18" around the wall shelf layout. Some of you may remember this as it was on the Layout Tour during Junction 98. That space has been reclaimed by the house. The current layout is undergoing a major rebuild in a 16 X 24 building. When finished, the Carolina Central will be a multi-level around the wall shelf with a center peninsula HO Scale layout featuring modern Norfolk Southern equipment.

## Superintendent's Corner – continued

I was a member of Concord Area Model Railroad Club from 1996 until 2007. I joined the NMRA in May, 1997 as the plans were in place to form the Carolina Southern Division 12. I served as Membership Chairman and Tour Chairman for Junction 98, The MER Convention held in Charlotte.

I have been a member of Metrolina Model Railroaders since 2008 and currently serve as President since 2014. As Schedule Coordinator, I have contacted most of you in the past 5 years requesting volunteers for The Southern Christmas Show. Fred Miller, MMR had a nice article on this a couple issues ago.

I am BSA registered Railroad Merit Badge Counselor, and have helped over 700 scouts obtain the badge. This past December, I retired as Scoutmaster of Troop 39 in Kings Mountain, NC after 18 years of service.

I have been married to Jenny for 29 years and have two sons, Ben and Mitchell. Together we enjoy hiking, mountain biking, snow skiing, bowling and attempting the game of golf.

Here's to a great 2016



## Editor's Notes

By Fred Miller, MMR

First we should all welcome Alan to the reins of the division leadership. And of course many thanks to retiring Super, Jack Haynes, for his many years of leadership and great contribution.

We have some interesting articles for you in this issue of the newsletter. We just concluded another annual Railroad

Modelers University (RMU) and Doug Algire has a wrap-up article about this event.

And Andrew Stitt, our Program Director, has some advance word on the up and coming events. Check out the informative article by Gil Brauch on his adventures in the AP Certificate program.



Gary Clark passed passed on this link to a fun site – that's just what we need to bring in some enthusiastic, young modelers:

<http://www.theonion.com/article/toddler-junkie-immediately-hooked-on-looking-at-tr-32025>



## Division Program Notes

By Andrew Stitt

March 19, 2016

Fred Miller, MMR, will conduct his make-and-take clinic on building a Railroad Fusee. (see the Division Web site for details.) The clinic will be held at the Hunter Acres Baptist Church in Charlotte @ 9:30 AM.

April 16, 2016

Gary Clark, recently arrived to the CSD Division from Michigan, is going to present a clinic on Steam Locomotive Operation (How to Run a Modern Steam Locomotive). Gary will explain the major facets of the

steam locomotive: the boiler, running gear, support equipment, controls, and accessories. The clinic will be held at the Hunter Acres Baptist Church in Charlotte @ 9:30 AM.

May 21, 2016

The Southern Piedmont Live Steamers have agreed to host the members of CSD in May for a visit to their track in Oakboro. This is on private property, so members of the CSD are requested to bring only family members with them to the visit. The Jones Hill Railroad is located at 8283 NC 742, south of Oakboro, NC 28129. Gathering time will be 10 AM.

Still working on future clinics beyond this date, so this is it for now.

Andrew  
CSD Program Director



## Railroad Modeling University 2016

by Doug Algire

Railroad Modeling University (RMU) 2016 is complete. On a special note it was our tenth anniversary, so it was a historic day for The Carolina Southern Division of the NMRA. Those ten years flew by quickly.

The weather cooperated on February 27 and gave us sunny skies and warm weather. What a stark difference from January with the freezing rain and snow. The reschedule date was perfect. We had over 70 people signed up for eighteen classes and our special guest Jack Dziadul gave a presentation on the upcoming Mid-Eastern Region convention in October in the Raleigh area.

### Submissions For Brass Pounder

Next Issue  
May-June 2016

Submission Date  
April 30, 2016

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

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Here are a few excerpts from the welcome letter we included in each student packet:

*RMU is a place to discover the fun of model railroading. Master Model Railroaders (MMRs in the National Model Railroad Association) and other experienced model railroader's conduct clinics (short classes in 'university speak') and hold demonstrations (labwork in 'university speak') about the various aspects of model railroading.*

*Our mission is simple:*

*To provide a venue where modelers, from beginners to experts:*

- 1. Are introduced to new concepts and techniques which will assist them in taking their layouts and models to a higher level.*
- 2. Meet fellow modelers who will become friends and mentors. RMU is a great opportunity to learn something new and meet other model railroaders.*

*Ten years ago The Carolina Southern Division of the NMRA had a dream to offer an opportunity for model railroader's to come together and share information, expertise and ideas. Without you this dream would never be successful.*

This year we had a new venue at Christ the King church in south Charlotte. The

previous venue became unavailable and the Railroad Modeling University team had to scramble to find a new venue. We researched community colleges but the cost per room for the day was astonishingly excessive. We looked at other possible choices and chose Christ the King.

The rooms were more intimate than a regular classroom. Many attendees told me they were better able to see and hear the instructor. Since these were Sunday School rooms and not high school classrooms we did not have audio-visual equipment for our use. The instructors were notified of this back in December so we had time to make alternate arrangements. Roy Becker, Fred Miller and Jack Haynes brought A/V equipment and shared it with other instructors. Thank you Roy, Fred and Jack.

Speaking of instructors, a huge *Thank You* to each of our instructors. Without you Railroad Modeling University could not exist. The students were appreciative of the knowledge and expertise each instructor displayed. Our Division benefits from having instructors volunteering their time and sharing their talents at Railroad Modeling University. The depth, breadth and variety of model and real railroading knowledge is truly exceptional in our Division.

Other comments from students are:

- Great audience engagement by going around the room.
- Very knowledgeable with lots of great tips.
- I appreciated that all the clinics I attended provided handouts. This made my note taking and recall of the topic much easier and more beneficial.
- Need more time!

I will schedule a meeting in the near future

to review the class evaluations, what worked and what did not and start planning for Railroad Modeling University 2017.

Railroad Modeling University is a team effort. Thank you to everyone who helped in any way to make Railroad Modeling University 2016 a success. Thank you to everyone who has already volunteered to be part of the Railroad Modeling University 2017 team.

## Railroad Wine and Dine

By Fred Miller, MMR

Did any of you get to enjoy the great event up in Spencer last month? My wife and I were able to relive a little piece of passenger railroad history while dining in restored Diner Cars as our train made a number of trips through the NC Transportation Museum facility.



The event started with a nice cocktail party in one of the museum buildings, and then we boarded our Dining Car and were served a nice dinner on white table cloths, while the cars gently rocked in the traditional manner.

## **HOW I EARNED MY FIRST CERTIFICATE OF MERIT**

by Gil Brauch

### Introduction

If you read the requirements for Master Builder – Structures in the NMRA Achievement Program, one of the first things that pops out at you is that six (6) of the required structures need to be ‘scratch-built’, judged, and earn at least 87½ points. This leads you to think: “I can never do that!” That’s exactly what I thought, but then decided to give it a try. What to build? It’s got to be something simple to start with. Then, maybe, I can move on to more complicated structures as I pick up better modeling skills. After doing some online research, it appeared that a produce transfer shed might fill the bill, let’s give it a try.

### What is a Produce Transfer Shed?

In the days before good farm-to-market roads and high capacity trucks, farm and orchard owners would use horse-drawn wagons to move their crops to large packing houses. If the farm or orchard was located near a railway, there was a much more efficient way to do this; by using railcars. However, they still had to get the produce to the railhead and load it into the railcars. Sometimes this was a direct transfer at a common use team track. If the farm or orchard was large enough and near enough to the rail line, a spur was built. In order to keep from having railcars sit and wait for enough crop to be harvested, the farmer needed a place to temporarily store and protect the crop until he had enough for a load. Hence, the need for a transfer shed.

### How were they constructed?

Most of the sheds were of rustic, hasty construction since they were only used during short periods of the year. They had few amenities, if any at all. Some were as simple as the ones in this photo near a vineyard in California . Some others had more protective overhead and some side protection as shown here, again in California.



Still others were of more elaborate design and were probably used for longer periods



of time and for multiple functions. Here is a final example of one in California.

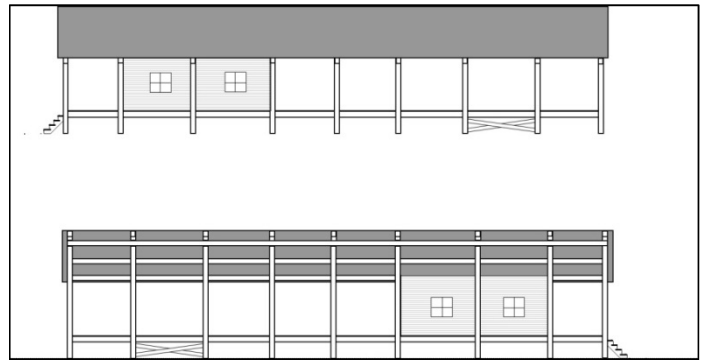
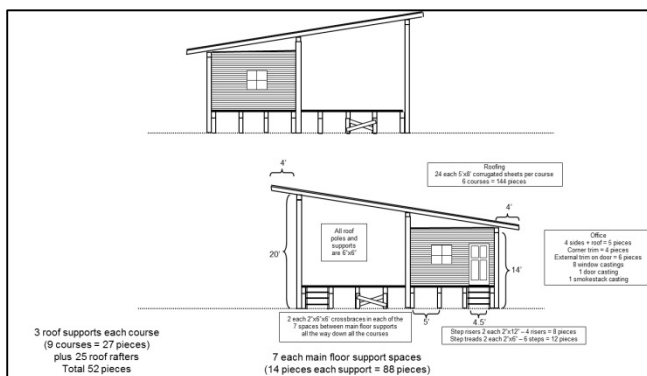


All of these photos appear in James Lancaster's website: "Historic Packing Houses and Other Industrial Structures in Southern California"

<http://coastdaylight.com/ljames1/scph.html> .

### What is this project about?

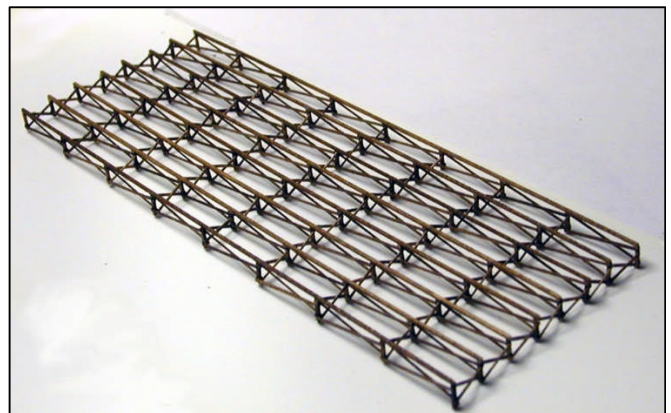
For this project, we assumed we were apple orchard owners in North Carolina and that the orchard was on or near a railroad mainline, similar to the Orchards at Altapass which were initially established by the Clinchfield Railroad near the summit of its climb through Altapass. We need some way to transload our crops to railcars because the trek down the mountain is both treacherous and time consuming and the railroad already has a siding along our property. A simple covered platform might do, but it does get chilly up here, so we need a small office-type enclosure for the workers to use during their rare moments of inactivity. We came up with the design shown on the following pages. We don't want to spend a lot of money, so we will hire some of the local fellows with handsaws and hammers to build it for us. We don't expect that it will be pretty, but do expect it to be functional. We'll build it from locally produced pine, which is cheap and plentiful around here. We really need it before the apples come in this year, so we'll have to be quick about it. So to start with, we drew up some plans using PowerPoint to show what we would like it to look like:

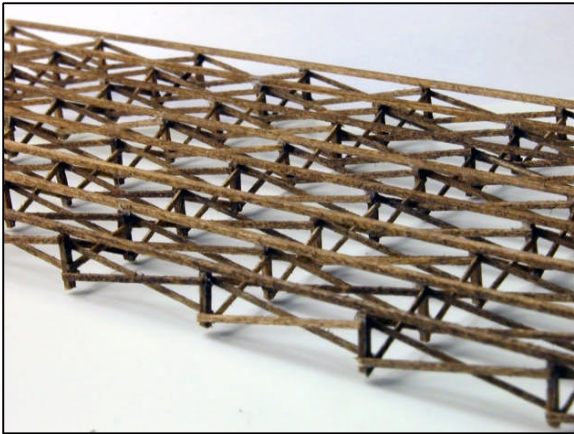


Now that we have a plan, let's get started with construction. We used our freelanced plan as a template for most of the construction. After printing them out to scale size (the building is built in N Scale – 1:160), we used them first to cut the required pieces of pre-stained strip wood to size. Then we taped a piece of waxed paper on top of the template and assembled the sub-structures over the template. Below you will see how we proceeded through assembling the structure.

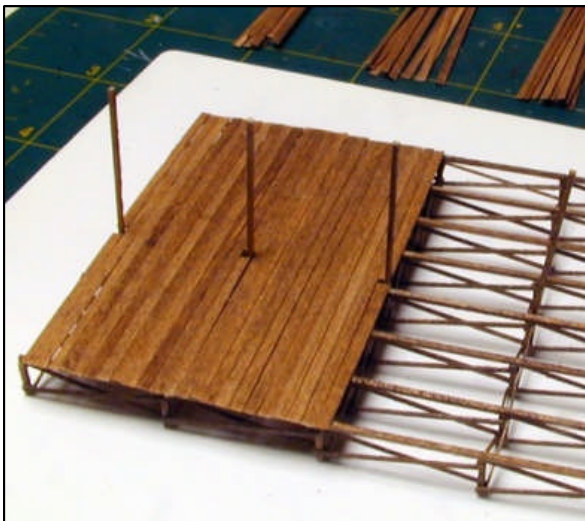
### How did we build it?

The first step is to build the substructure. We first laid out the seven individual long horizontal pieces with their short legs and cross braces, then joined them together with the cross braces between the long rows. When finished it looked like the photo below. The next photo is a close-up view of the board-by-board construction.





Next, we added the center roof support posts and started adding the floor planking, like this:



When we finished, this is what it looked like:



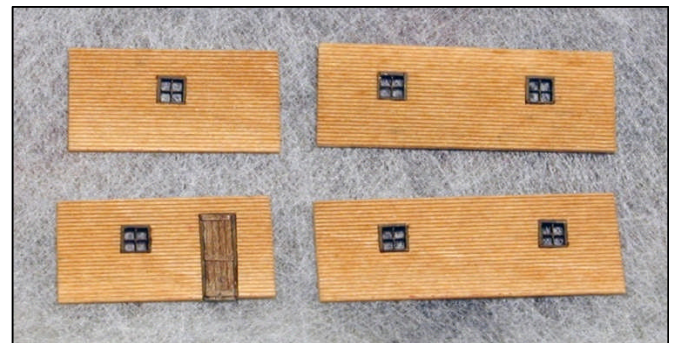
Next came the roof supports. They were fashioned from nine uprights and a main support beam .

Since we will be using some of the support poles for the corners of the office, we installed the office before putting the roof on. The office consists of four sides and the roof. The two long sides have two windows



each, and the shorter side on one end has a window and the other has a window and a door. The window and door castings were installed in the sides before mounting them on the platform. Micro Glaze was used for window glazing and the door was clad in stripwood to make it match the fairly rustic nature of the structure. This is what the sides looked like prior to installation

:



Next came the installation of the sides and roof along with the corner trim, since the sides were attached to the outside surfaces of the support poles. Here's what it looked like when this step was completed:



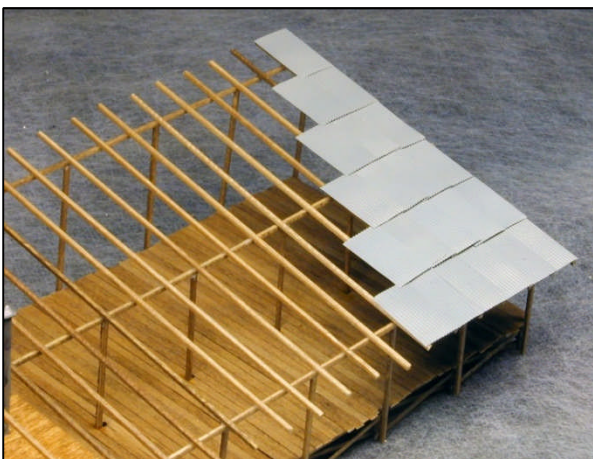
Now it was time for the rafters. They were applied in two stages. First the main rafters were mounted just above the roof supports like this:



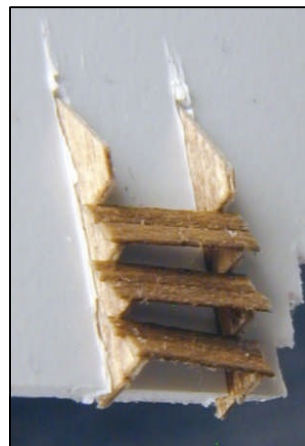
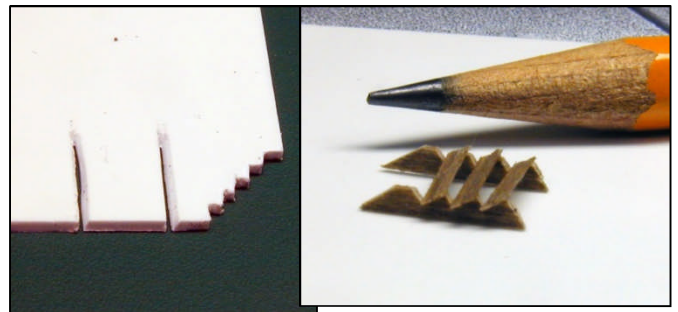
Since the corrugated panels for the roof were only scale 5'x8', we need some intermediate rafters for support. We installed two of them between each principal rafter. Before starting the roofing, we also drilled the hole and installed the smoke jack from the (simulated) pot belly stove inside. Before roofing our structure looked like this:



The roofing panels were installed in 6 courses of 24 panels each. The pattern starts out like this:



With the roof finished, we are almost done. All that remains now is building and installing the steps on the office end of the structure. This required the use of a jig to guide cutting the notches in the riser beams and to hold the beams upright when attaching the treads. This jig was made out of a scrap piece of .040" plastic. The notches will produce steps with a scale 9" rise and 12" tread. The slots are just wide enough to accommodate the two pieces of scale 2"x12" pieces of stripwood glued together that were used as risers. The left photo shows what the jig looks like. The right photo shows how the jig was used in building the steps.



Here are the steps before installation (on the left) and after installation (below):



That about completes the project. Here is what the finished product looks like.



The structure garnered an amazing (to me) 92 points. The main lesson learned is that you do not have to build a complicated structure to earn a Merit Award. As a modeler with moderate skills like me, if you take your time, give it some thought, and exercise a fair amount of care and patience, you can meet the standard and then some. I encourage you to give it a shot.

Gil



Plaque to be mounted in the *Levine Museum of the New South* in recognition of the Divisions help in maintaining a railroad exhibit.

### Division Brass

|                             |                  |  |
|-----------------------------|------------------|--|
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