



THE BRASS POUNDER



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

Volume 17 Number 4

July-August 2017

Division Coming Events

(see website for
further details)

Aug 19 10 AM
Visit Southeastern
Narrow Gauge Mu-
seum – Newton
Depot, Newton NC

Sept 16 1:30 PM
Annual Division
Picnic at Jack Par-
ker's home

Nov 11 10 AM
Division Meeting
and Swap Meet
Wade' TrainTown
Hickory, NC

Other Events

Jul 30 – Aug 6
NMRA National
Convention
Orlando, FL

Oct 12 NMRA-MER
Regional conven-
tion will be in
Harrisburg, PA

Superintendent's Corner

By Alan Hardee

Welcome to our newest members, including those in our recent division expansion. MER recently approved adding the counties of Alexander, Burke, Caldwell and Cleveland to Carolina Southern Division 12.

Well, it's hot and humid outside, otherwise known as summer. Time to start looking for inside projects to work on. Maybe something you learned from our mini round robin clinics at our June meeting. Thanks to Scott for putting the plan together. Fred and Neal each had a clinic on LED layout lighting. Bob talked about building fences on the layout. I demonstrated making trees with ground foam, colored poly fiber and clippings from real trees and bushes in your yard. If you enjoyed this type of clinic setting, let us know so we can plan more like this.

July and August are road trips for our division meetings. In July, we visited Neal Anderson's KK&L Railroad in Statesville. Neal's multi-level layout is 1500 sqft with 850 ft of dual main lines with a helix on each side. Yes, you read that right. Most people have issues building one helix and Neal has built two. In August, we will visit the Southeastern Narrow Gauge Museum in Newton. The museum is located in the Newton depot at the junction of the former Southern and Carolina & Northwestern railroads. It houses model layouts of several scales along with railroad related displays and prototype equipment. Come join us on our visits this summer.

Editor's Notes

By Fred Miller, MMR

Maybe it's my age, but the time seems to be going by faster and faster. Here it's August already and I don't seem to recall the beginning of Summer... Oh, wait! We did have a lot of hot weather lately.

And now it's time for the July-August *Brass Pounder*. And my plea for articles, reports, pictures or whatever has again gone unheeded, except for Alan's challenging trivia piece which follows. So I guess ya'll will have to bear with me as I report on my own latest capers in condo living model railroading.

**CALL FOR ARTICLES,
NOTICES OR WHAT-EVER.
YOUR EDITOR CAN'T
KEEP FILLING UP THE IS-
SUE WITH HIS OWN MA-
TERIALS.**

Next Issue
Sep-Oct 2017

Submission Date
Sep 1, 2017

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

Editor: Fred Miller, MMR

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Railroad Trivia

Submitted by Alan Hardee
(answers follow)

Q1: Everything old is new again! This new railroad, formed on June 1, 1982, shared the same name and reporting marks as a regional line its new partner had taken over a few years earlier. Name one and you'll name both!

Q2: Introduced in the US in 1969, this device was used on Canadian railroads after 1973, but didn't become common in the states until 1989. Can you name it?

Q3: Railroads are often named for the cities they serve, but this long-running rail line took both its name and logo from its beloved mascot! Name one and you'll know both.

Q4: Nether ran nor snow nor gloom of night can stop the mail, but on occasion it does need a little help to reach its destination! On at least two occasions, the President has asked this dedicated group for help. Can you name them and the reason they were needed?

Q5: Steam to diesel, wood to steel... railroading has always been a business of change, but this important event on May 17, 1945 would change railroad technol-

ogy and operations for decades to come. Do you know what took place that day?

Q6: Over hill, over dale this famous WWII force operated from August through November of 1944, and was best known by this nickname taken from railroad slang. Name one and you'll know the other!

Q7: If there are students in your house, you may worry about grades these next few weeks! But railroads do it all the time, especially this line still in operation today, that makes the steepest climb in the US. Can you name the railroad?

Q8: May 10th has been a pretty important day for railroads big and small across the years! Can you name three historic events that occurred on this same date?

Q9: Amtrak celebrated birthday number 46 on May 1st, but back in 1971, these six railroads decided to keep running passenger trains on their own. Can you name them?

Q10: East meets west and keeps right on going – at least that appeared to be the plan until April 10th when Congress established a final meeting point for these two railroads. Can you name the location and the rail lines?

Q11: How much work did you get done on your layout this week? Back in 1869, this railroad set a record for building

track in a single day. Can you name the railroad and the actual mileage?

Q12: Batter up – you really know your baseball if you take a swing at this! Along with established teams the first eight cities in the National League also shared this important “connection,” which shaped the modern game we know today. Can you name the cities and the important contributions?

Q13: This train took its name from a famed, but short-lived mail service that began operating on April 3, 1860. Can you name it?

Q14: Out of sight, out of mind! Ending operations on March 9, 1959, this little railroad in the heart of one of America's busiest cities remained virtually forgotten until 1992, when memories came flooding back! Can you name the city and the railroad?

Q15: As modern as tomorrow, this famed passenger train was actually the first to include these all-new cars when it made its first revenue run on March 20, 1949. Can you name the train, the roads where it ran and its unique equipment?

Q16: March 5, 1850 marked the beginnings of this "reliable" north-south road, portions of which are still in service today! Can you name the line?

Q17: We don't know how well he slept as a baby, but as an adult he certainly slept well! Celebrating his birthday on

March 3, this famous businessman is best remembered for developing and perfecting these passenger cars. Name him and you'll name the cars!

Q18: The nominees are.... If you're a fan of the annual Academy Awards show, you might know there's a railroad connection to one popular part of the event! Can you name it and the line where it originated?

Q19: What's in a name? Quite a lot for this particular line that officially changed names on February 14, 1855 and used the same one for 115 years! Can you tell us the famous road's actual name or nickname?

Q20: We're serving up something special for this question! Name the first three railroad dining cars and the first line that used them in regular service.

Q21: Beginning revenue service on this date back in 1935, this unique piece of railroad equipment introduced a safety feature that's still in use by the same road today! Can you name it?

Q22: Normally, driving down a railroad right-of-way is a very bad idea! But if you've visited this southern island community, you may have done just that! Can you name the highway that was once a railway?

Q23: Can you dig it? This legendary western railroad had its humble beginnings when the first shovel of earth was

turned on January 8th back in 1863 and it's still going strong today, under a different owner. Can you name the line and its starting point city?

Answers to Railroad Trivia are located at the end of this newsletter.

Condo Model Railroading Adventures

By Fred Miller, MMR

Last issue I displayed some pictures of the demise of my former "shelf layout." So now that the old is gone, I started to plan and build my next model railroading adventure.

To give me a head start, I had the construction guys build the basic framework for my new shelf layouts. Of course trying to describe what I wanted was a bit of a challenge, so I drew plans and even built a model so that I could get the ideas across to the construction guys.



So after the basic “framework” was completed in my new location, it was time to start filling in the details. As before I have a G-scale trolley running on a high shelf in front of my relocated storage cabinets.



Immediately below that I have a shelf for an O-scale diorama-like operating display. Most of the buildings and other scenery items came from an operating diorama that was previously given to the Charlotte Trolley Museum. With the demise of that organization, the O-scale stuff came back to me.

But the major layout will be my HO trolley layout... yes, only trolleys will operate on this layout although there will be some static steam gurgling away at the town’s RR station.

At this point I have both the G and O scale “layouts” operating with automatic back and forth shuttle action as well as lighting and sounds.



Work on the HO layout is up to the point of testing track patterns and building locations. As before I use mock-up or partially built structures and printed cutout track patterns to test spacing.

My workshop has been established but I am still getting use to “working in a closet.”



Division Website:
www.carolinasouthern.org

Railroad Trivia Answers

A1: The original Norfolk Southern Railroad traced its roots to 1873, growing into a busy regional carrier between Norfolk, Virginia, and Charlotte, North Carolina. Purchased in January 1974 by the Southern Railway, it then took over operation of the Carolina & Northwestern Railway under the Norfolk Southern name. When Southern and Norfolk & Western joined forces, the Carolina & Northwestern Railway name was used to free up the Norfolk Southern Railway name and reporting marks for the new system.

A2: Offering a number of improvements for crew comfort and safety, the "wide cab" (although only the nose is wider), "North American Safety Cab" or "Canadian Comfort Cab" as it is known had its origins on the Union Pacific 6900-series "Centennials" in 1969; UP also got the first big order of SD60Ms equipped with an upgraded version in 1989.

A3: Chesapeake & Ohio joined with the Baltimore & Ohio and Western Maryland on June 15, 1973 to create the new Chessie System, which used the name and likeness of C&O's famous but fictional feline.

A4: After losing some six million dollars during armed robberies between 1919 and 1921, President Harding called in the Marines on November 7, 1921. Roughly 2250 men were assigned from

Quantico and San Diego, and began riding the trains soon after. Ordered to shoot to kill, robberies quickly came to a halt and they were withdrawn in March 1922. Following another string of robberies from 1923 to 1926, the Marines were called in once more, holding the special assignment until February 1927.

A5: Although experiments had begun shortly after WWI, the size of the equipment, weight, limits of power supplies and legal implications of licensing and operation made radio largely impractical for railroad use until after WWII. But on May 17, 1945, the Federal Communications Commission allocated the first frequencies for railroad use.

A6: Working to keep advancing Allied troops supplied, the famed "Red Ball Express" truck convoys ran almost non-stop during their three months of operation, typically moving up to 12,500 tons of supplies each day. First used in railroad slang around 1892 when the Santa Fe began calling their highest priority freight trains "Red Balls," some sources believe the name came about because of how quickly distant signals changed to red as the trains sped down the line!

A7: Museum trains on the Cass Scenic Railway in West Virginia still fight their way up an 11% grade, the steepest in the United States. Southern was once the title-holder with its infamous 4.7% climb on the Saluda Grade, but New Mexico's Raton Pass is currently the steepest mainline run, at "only" 3.3%!

A8: The best known is probably the completion of the transcontinental railroad back in 1869. Fast-forward to 1893, and the New York Central & Hudson River's steamer #999 hit 112.5mph (181kmh) setting an unofficial speed record. In model railroading, it was Bill Walthers birthday!

A9: Owner-operators included the Southern (joined Amtrak in 1979), Rock Island (discontinued its last trains in 1978), Rio Grande (last passenger trains ran in 1983), Georgia Railroad (continued mixed train service until May 6, 1983), Reading (made its last interstate runs in 1983 as part of Conrail) and the South Shore (turned over interstate commuter operations to Indiana in 1989).

A10: After two days of meetings between Union Pacific's chief engineer Granville Dodge, UP director Rowland Hazard, Central Pacific's Vice-president Collis Huntington and Congressman Sam Hooper, on April 10th, 1869, Congress officially selected the final meeting point for the transcontinental route at Promontory Summit, Utah. It was carefully noted that the rails should "connect and form one continuous line" to prevent the two roads from simply passing each other!

A11: On April 28, 1869, an army of Central Pacific workers began their record setting day at 7:00 AM, and twelve hours later, completed 10 miles and 56' (16k,

17m) of new main line. The job required 25,800 ties, 3,520 rails, 55,000 spikes, and 14,080 bolts!

A12: When the new National League of Professional Baseball Clubs was formed in February of 1876, Philadelphia, Boston, Chicago, Hartford, New York, St. Louis, Cincinnati and Louisville were already well established as major railroad terminal cities. This made it possible for teams to travel, and allowed a full season of games to be scheduled and promoted well in advance. Given the schedules and distances, teams were given a little extra time to get there by train, leading to the "travel day."

A13: Union Pacific's "Pony Express" was named for the historic mail service, parts of which ran close to the later day UP line between Grand Island, Nebraska, and Salt Lake City, Utah. The "Pony Express" ran overnight between Denver and Salt Lake from 1926 to 1954, when the "Portland Rose" replaced it.

A14: Built as a 2' gauge line to facilitate installation of telephone cables in downtown Chicago starting in 1899, by 1914 the Chicago Tunnel Company was operating 60 miles of track - completely underground! Powered by 132 tiny electric locos (and actually considered an inter-urban by the Interstate Commerce Commission), the line handled packages, coal, mail and ash with a fleet of over 2600 equally tiny freight cars. Never terribly profitable, the company filed for reorganization in 1956, and abandonment

in the spring of 1959. The little railroad made national headlines in 1992 when a contractor driving piles in the Chicago River severely damaged the long-forgotten tunnel below, eventually resulting in major flooding that closed the downtown area for several days.

A15: A joint project of the Chicago, Burlington & Quincy, Denver & Rio Grande Western and Western Pacific, the all-new streamlined "California Zephyr" offered service from Chicago to San Francisco (Richmond). The train was the first to include the much talked about new Vista Domes including 3 coaches, a dome-buffet-lounge and a dome-observation lounge. The new cars were an instant hit, and sent other western roads scrambling to add domes to their flagship trains!

A16: Granted a charter by the Commonwealth of Kentucky to build a line between Louisville and Nashville, Tennessee, construction began in 1853, and the terminal cities were connected in 1859. The Louisville & Nashville was a cornerstone of southern railroading for many decades, advertising itself as "The Old Reliable" in later years, and would use its same name until 1982 when it became part of the Seaboard System Railroad.

A17: Born on March 3, 1831, George M. Pullman is credited with developing the luxury sleeping car, and his Pullman Company would eventually oversee eve-

ry detail of their operation, from construction to daily operation.

A18: While walking the red carpet only happens once a year in Hollywood, it was once an everyday event in Chicago and New York. Passengers lucky enough to be boarding the New York Central's famed "20th Century Limited" were greeted by a special red carpet on the platform leading to the train, which may be where the phrase, "getting the red carpet treatment" originated.

A19: Known as the "Q" from its CB&Q reporting marks, and more formally as the Chicago, Burlington & Quincy, the name remained in use until the Burlington Northern merger became official on March 1, 1970.

A20: Introduced by Pullman in 1868, the "Delmonico" was named for the famed New York restaurant and its menu was created by the restaurant's chefs. Meals cost an unbelievable \$1.00 but the luxuriously appointed car itself cost an amazing \$20,000 to build. Although tried on several lines, at the time most didn't see any need for a car that didn't actual carry paying passengers. The Chicago & Alton however found the idea to its liking and became the first to regularly operate "Delmonico," along with diners "Tremont" and "Southern" in regular service between Chicago and East St. Louis.

A21: Union Pacific's famed M-10000 was the first piece of motive power to wear the road's signature yellow. Wor-

ried that it was too quiet and much faster than any steam train, UP experimented until it found a color that was highly visible under the widest range of lighting conditions. Armour Yellow as it's known, is still the standard shade for modern motive power.

A22: Originally the final leg of the Florida East Coast Railway, the famous connection between Florida and the island of Key West opened for rail traffic on January 22, 1912. Destroyed by a hurricane in 1935, the line was salvaged and rebuilt as the Overseas Highway in 1938.

A23: Governor Leland Stanford was accorded the honor of beginning construction of the Central Pacific in a ceremony at Stockton, California, on January 8, 1863. The road later became the Southern Pacific and today, is part of Union Pacific.

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