

THE BRASS POUNDER



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

Volume 21 Number 10

October 2021

Division Coming Events

(See [CSD Website](#) for
further details)

**There won't be a
Division meeting
in October...**

**Hope you can
attend the MER
Convention at
[Mount Clare
Junction](#)
Hunt Valley
(Baltimore)
Maryland
October 21-24**

Superintendent's Corner

By Alan Hardee

We had a great turnout for the Carolina Southern Division annual picnic. Jack Parker, MMR, hosted the picnic at his home on Mountain Island Lake. The weather was perfect for everyone to enjoy catching up with each other and enjoying original Hardee's burgers and Hot Dogs prepared by me, of course.

October 2nd had us at the Newton Depot for the ribbon cutting ceremony and dedication of the Wade's Train Town layout to the Model Railroad Center of the Newton Depot. Wade's daughter, Kim was on hand to officially cut the ribbon to open the layout in its new home. Please see other articles from Gil and Ed on this great event.

Next up is the MER convention, Mt. Clare Jct. at Delta Hunt Valley, in Hunt Valley, Maryland on 10/21-24/21. I hope you have already registered for this great event. I just saw that Howard Zane's impressive layout has been added to the Layout tour schedule. I hope to see everyone there.

And now, back to my normal plea for help during this time of year. Metrolina Model Railroaders will again be displaying their Layout during this year's Southern Christmas Show in November. Please keep an eye on your email for an opportunity to sign up for a shift or two.

UPCOMING AREA TRAIN EVENTS

**The Mid East Region
Convention is next up.
It starts October 21st.
See the Upcoming
Convention news
starting on Page 7.**

**Fort Mill SC Model Train
Show
Clarion Hotel
3695 Foothills Way
Fort Mill, SC 29708
December 18th
9:00am – 3:00pm
Free Admission
This is only 6 miles from
the Charlotte Airport**

Editor's Notes

By Ed Gumphrey

I was personally disappointed that I wasn't able to attend the Divison Picnic at Jack Parker's home. It's always a fun event, but I had previously arranged travel out of state to visit my daughter and her family, whom I hadn't seen in over two years.

Nevertheless, it's good to see activity starting to get back to normal. I enjoyed seeing Joe Skorch's post about the picnic on the Divison's Facebook page and I thank his wife, Kelli Elliott for letting me use her photos in this edition.

I managed to make it up to Fletcher last Friday for the train show, albeit with mixed emotions that I didn't spot anything I was looking for. Oh well, there will be other train shows.

I also managed to make it to the Grand Opening of Wade's Train World at its new location at Newton Depot. Listening to Wade's daughter, Kim Ingle talking about how much building the layout meant to her father through the final years of his life. Our Division can be proud of its efforts in initially restoring the layout starting in 2006. Gil Brauch, MMR, has been a dedicated project manager for fifteen years. The Division's efforts culminated in the disassembly, move, reassembly, and restoration to its new home.

Our commitment doesn't end. We need volunteers to staff the layout every Saturday. To repeat Gil Brauch's words; "To volunteer, pick a Saturday during the next three months and send a message to wadestraintown@carolinasouthern.org with your requested date and contact information. A member of the leadership team will contact you to confirm the date and give more detailed information. The more hosts we have on the roster, the easier it will be on all."

SUBMISSION GUIDELINES

I target the 1st of each month for publication. Please submit articles for publication by the 27th 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

Train Town Relocation Progress

Gil Brauch, MMR - Project Manager

TRAIN TOWN OFFICIALLY OPEN TO THE PUBLIC

Our two official work sessions during September marked the end of the relocation process for Train Town. We installed the Plexiglas shields, put Fred Miller's animation controls in place, spruced up the room, and declared the layout "show ready". By the time you read this, we will have held our Grand Re-Opening of Wade's Train Town at the Newton Depot. As of this writing, we plan to have a ribbon cutting at 11 am on October 2 at the layout (1115 North Main Avenue, Newton, NC) including Wade's daughter and officials from The Newton Depot Authority and our Division. This project involved a whole bunch of Division members. Thanks to the following guys for their dedicated work in making this a successful endeavor: Neal Anderson (MMR), Chad Barnette, Rick Beam, Gil Brauch (MMR), Ed Gumphrey, Bob Halsey, Alan Hardee, Gil Harris, Keith Iritsky, Fred Miller (MMR), David Myers, Larry Paffrath, Danny Poole, Chuck Redmon, Ken Riddick, Joe Skorch, Ed Smith, Andrew Stitt, Dave Thrams, John Yarborough, and John Yarborough III.

SUPPORT FOR THE FUTURE

The work is not done, however. The layout will now be open to the public each Saturday from 10 am until 4 pm. We need volunteer hosts to monitor layout operations and share Wade's work of art to visitors on a weekly basis. Members of the leadership team will be there to help first time volunteers so that we can build up a cadre of hosts, which will minimize the burden on any one or two individuals. If you are working on your Association Volunteer certificate, you earn points for each session. To volunteer, pick a Saturday during the next three months and send a message to wadestraintown@carolinasouthern.org with your requested date and contact information. A member of the leadership team will contact you to confirm the date and give more detailed information. The more hosts we have on the roster, the easier it will be on all. Thanks for your support.



The crew is setting up to install Plexiglas shields on the layout. Shown are John Yarborough, Ken Riddick, Danny Poole, David Meyers, and Keith Iritsky.



David, Danny, John, and Ken putting the finishing touches on a Plexiglas panel installation.



The Door is now OPEN TO THE PUBLIC every Saturday. Volunteer to be a host.

DIVISION AND REGIONAL NEWS

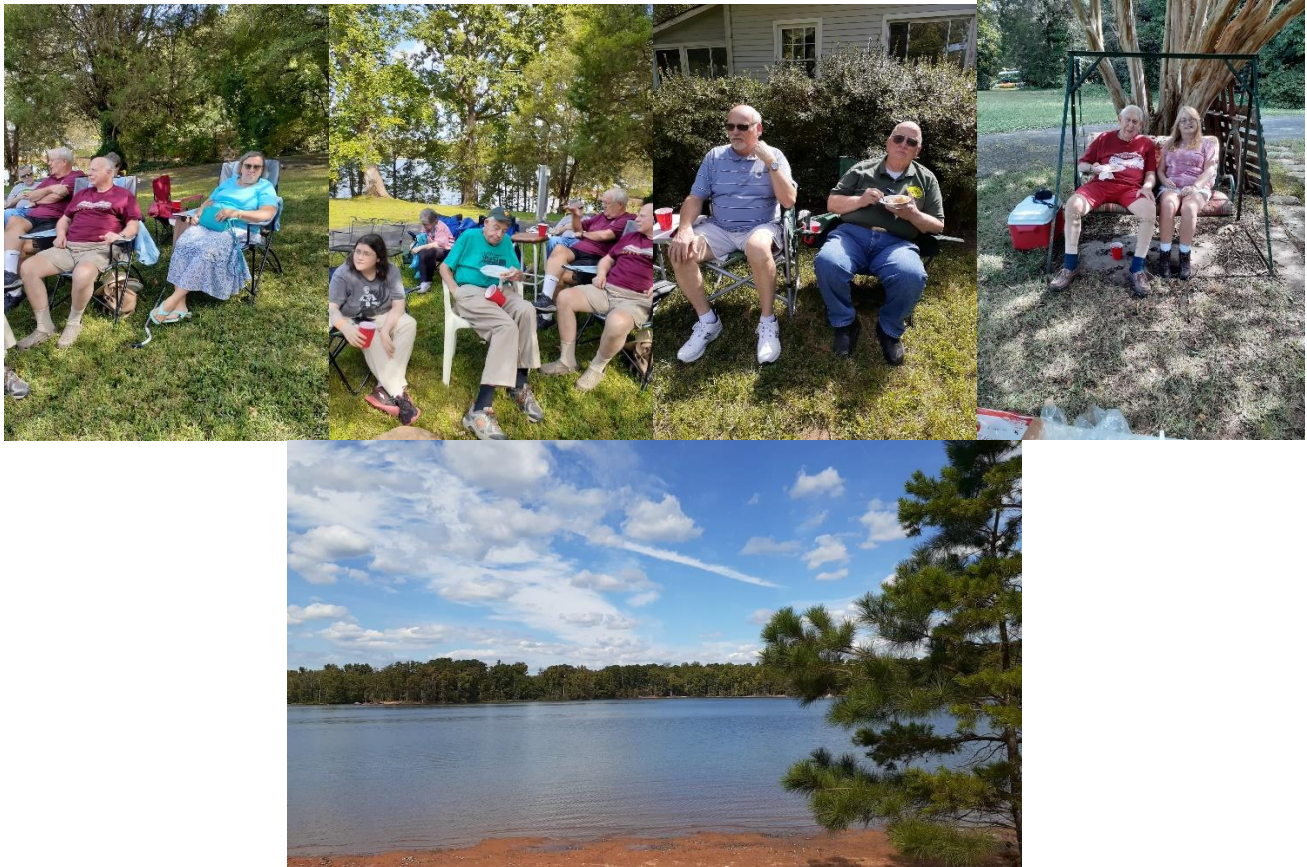
By Ed Gumphrey

There were two significant news events in the Division during September and the first weekend of October.

The first was the Division picnic on Saturday the 25th. About twenty people enjoyed a beautiful day at Jack Parker's home. Thanks to the interruption of Covid in 2020, it was the first picnic in two years. I was visiting my daughter and her family in Virginia (also for the first time in two years), so I missed the event. All the feedback I've gotten agrees it was a great event. Joe Skorch said it best in his posting on the Division's Facebook page along with his wife's photos:

"We had a great time at the picnic yesterday. We couldn't have asked for a more perfect day out by the lake. It was also great to see some familiar faces that I haven't seen in a long time."

"There was an abundance of traditional picnic food with enough deserts to put me into a diabetic coma if I wasn't careful. My wife Kelli Elliott took some pictures while we were there."



The other big news item is the completion of the Division's efforts to move the Wade's Train World layout from the Brookford Community Center to its new home at Newton Depot. As Gil Brauch, MMR has chronicled over the summer, the undertaking was successful because of the many Division members who volunteered. Gil's detailed update is on pages 3 and 4.

The first weekend of October marked the official opening of Wade's with a ribbon cutting ceremony on Saturday, October 2nd. The event was attended by numerous members of Wade's extended family as well as friends and CSD members. Wade's daughter, Kim Ingle did the honors of cutting the ribbon, then the crowd moved inside where Kim gave a brief history of her father's hobby, how the layout came to be, and expressed her delight that it had been restored and kept active. Alan Hardee thanked Division volunteers and presented a check to Vince Ferritti, Chairman of the Board of Newton Depot Authority. Then the crowd enjoyed looking over the details and watching the trains run. These pictures show some highlights from the event.



Superintendent Alan Hardee looks over the finished layout.



Danny Poole and Ed Smith at a final task – installing caution tape.



Participants gather outside the door just before the ceremony.



Wade's daughter, Kim Ingle cut the ribbon to mark the official opening of Wade's Train Town



Vince Ferritti, Kim Ingle, and Alan Hardee addressed the visitors.



Visitors walked around the layout admiring the details.



The children were especially captivated by the trains.



All the visitors seemed delighted with the condition of the layout.

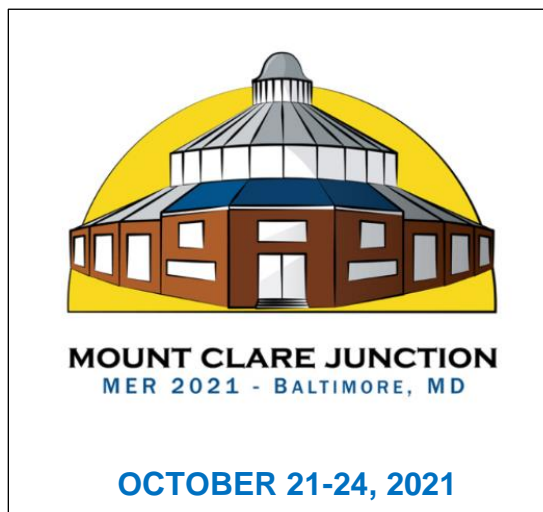
UPCOMING (and recent) CONVENTION NEWS

By Ed Gumphrey

The National Narrow Gauge Convention in Newton was held September 1st through the 4th. As Gil Brauch, MMR, noted in his update, work on Wade's Train World was completed in time for the Convention. Last month I reported that several Division members were hosting layout tours during the Convention. Neal Anderson received over 120 visitors. Jack Parker's layout was open and received many visitors, although I don't have information on a count. Seth Garland had about 70 people visit his Piney Fork Branch. Andrew Stitt was still open for tours when I published. Since Andrew's house is almost two hours driving time from the Convention site in Newton, he had fewer visitors, but the twenty who made the trek were enthusiastic and pleased with the tour. Andrew penned an inciteful article about his expectations and the reality of hosting a layout tour. His article starts on the next page.

The SER Convention in Greenville, SC was hosted by the Palmetto Division. I haven't received any word from Division members who might have attended.

Next up is the MER Convention The MER Convention is next up. This is the Convention for our Region that Superintendent Alan Hardee mentioned in his comments on Page 1. Don't miss Alan's offer for a ride.



The MER Convention is being hosted by
the Mount Clare Division at The Delta
Hunt Valley
October 21 - 24, 2021

Information at:
<https://mtclarejct.com>

National Narrow Gauge Convention 2021

By Andrew Stitt

Expectations

Quite honestly, I didn't know what to expect. With the Convention being held in Hickory, travel time to the layout was about 1 hour and 50 minutes. The focus of the Convention, and my layout was/is the East Tennessee & Western North Carolina narrow gauge railroad that ran from Johnson City, Tennessee to Boone, North Carolina for about 70 years. The principal host for the Convention, Johnny Graybeal, is about as knowledgeable regarding the ET&WNC as anyone I know. The Convention scheduled a bus trip (they filled up 2 buses) for Tuesday before registration to travel to the area to see several remaining aspects of the line, and tour a HOn3 layout at a museum in Johnson City. Thursday, they scheduled two special runs at the Tweetsie amusement Park in Blowing Rock.

I also have two other aspects of the layout that are rather unique among the layouts that were open for visitors. The layout is On30 track gauge, and runs with dead rail (powered by batteries, not by the track). The famous author, and model railroader, Lou Sassi had his On30 layout open for visitors, but he was nearly 3 hours away from Hickory outside Raleigh. No one else on tour is running with dead rail.

So, with that in mind, my friend Rob Carr drove over from Raleigh to assist Patty and I with the open house. We provided snacks, water bottles, and a sanitized bathroom for our anticipated guests.

Reality

During the open houses we had twenty visitors. A log-in sheet showed that they came from all over the United States. Washington, Nevada, Colorado, Iowa, Wisconsin, Illinois, Texas, and up and down the East Coast. Keith Iritsky and his wife represented the CSD. This appears to have been a smaller headcount than any other layout host recorded (I didn't contact Lou Sassi nor other long distance layout owners). With Rob concentrated on keeping a train running, his actions allowed me to spend time with many of the visitors. Few had questions about the history of the ET&WNC. More were interested in seeing a large On30 layout in operation, and being amazed at the size of 1/4" to a foot structures. I had two visitors who brought equipment with them. Since I have no track power, they were only able to take staged pictures, but both seemed to be satisfied with that. There were also a fair number of questions about dead rail.

How does it work? What's involved in converting the locomotives? How long will they run between charges? How do you charge the batteries?

Conclusion

At the end of it all, everyone who attended the open houses thanked me for doing so. When I made mention of various scenery, or weathering techniques I had used, the response was welcoming. When I made reference to not getting more scenery completed, most said that was not a problem. I had one visitor tell me he liked visiting layouts (not mine) that had open benchwork so he could study other modeler's wiring and construction methods. I invited more than one to look under the hard shell to observe the lack of wiring.

I would like to thank Rob & Patty for their help. Without their help, even with the small attendance, I wouldn't have been able to manage.

As we go forward, based on this recent experience, I would encourage all who read this to take the opportunity to open your layouts (even if under construction) when opportunities present themselves. It will force you to work a little harder to get things done, and to smooth out any issues that prevent smooth running operations. The folks who visit will appreciate your doing so.

Andrew Stitt



Blevins Depot



Cranberry Depot before scenery



Hauling ore through the Doe River Gorge



Upper Cranberry yard - forestation in progress



BUILDING A MILITARY TRANSPORT TRAIN – Part III

By Ed Smith

Before I get into the military train article, I want to thank Jack Parker for opening his home for our annual picnic. With great weather, great venue, good food, great friends, and a superb layout, it doesn't get much better. Alan Hardee brought the burgers and opened up the festivities. Gil Brauch gave an update on Wade's Train Town and the Grand Opening on October 2nd at the Newton Narrow Gauge Museum, and Jim Thomas gave an overview of the renovations that he, Dick Bronson, and others are doing to Jack's layout (pics 1-3). The LCC renovation has been ongoing since March. It was a great day.



Pic 1: Gil Brauch, MMR, provides an update on the relocation of Wade's Train Town.



Pic 2: Alan Hardee and Jack Parker listen to Gil's update.



Pic 3: LCC update didn't stop folks from eating.

Now, onto the military train. In my Last article, I described my intentions to model a World War II military train returning from the European theatre after the war. A quick re-cap; I'm using resin and 3-D printed military vehicles, Walther's P-51s, and rolling stock consisting of flat cars, gondolas, a boxcar, tank car, caboose, and maybe a troop car. Erie 2-8-4 Berkshires will be the motive power. The rolling stock is a mix of Red Caboose, Intermountain, Walther's, Tichy, and Athearn.

The first thing I did was add new decking to 13 flat cars and 2 gondolas. I purchased laser cut sheets consisting of over 500 HO scale 2x6x11 boards each, from Crescent Locomotive Works. You need a quantity of these sheets because you need over 70 boards per car. I weathered the boards with India ink and alcohol. They were cut to length using my Northwest Chopper (pic 4). I need a new chopper because it doesn't cut accurately anymore. But it did create quite a pile of unusable boards. The proper size boards were individually glued on the floors of the cars using clear Elmer's Glue. The edges were sanded and the surfaces weathered with Pan Pastels (pic 5).

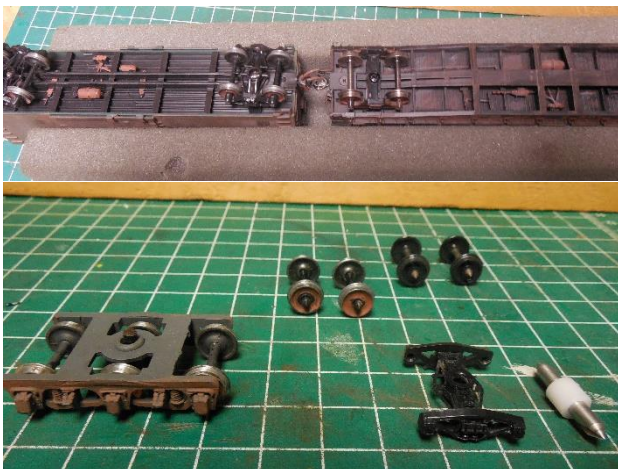


Pic 4: Sheets of laser cut 2x6 lumber are cut to length



Pic 5: Individual boards were stained and glued to the various flat cars.

Next, I was going to add Brake detail to each piece of rolling stock. I purchased a quantity of brake details from Tichy. This endeavor quickly deteriorated. I decided the time and effort wasn't needed because these weren't contest cars or for the A.P. The important parts are from the trucks up. So, I used the brake gear apparatus that came with the cars and added phosphor bronze wire for piping and weathered the brake gear. It was good enough for me. With that finished on each piece of rolling stock, I worked on the trucks, wheelsets, and couplers (pic 6). First, I reamed each truck bearing with a reamer from DCC Concepts, then I weathered the trucks and wheelsets. This allows free movement of the wheels. Finally, No. 5 Kadee Couplers were shimmed and installed to the desired height per the Kadee Gauge (pic 7).



Pic 6: Standard kit brake gear with some piping added. Trucks were tuned up and painted.

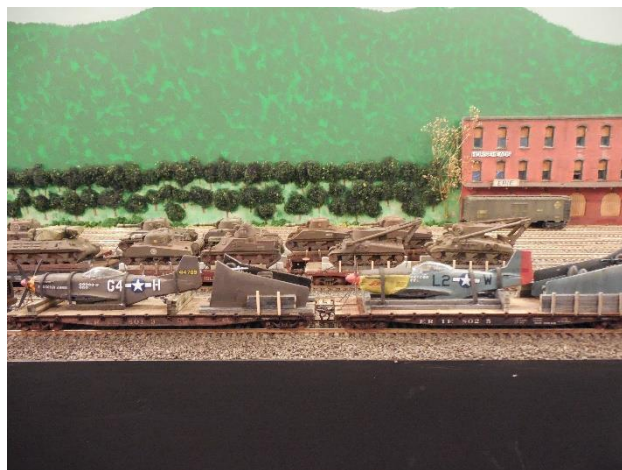


Pic 7: Couplers and/or trucks are shimmed to ensure correct height of Kadee couplers.

Now, it's on to the loads. After deciding which load fit on which car, I started securing the loads to the cars. As I said in the previous articles, I purchased several magazines on WW II transportation, which showed very basic and rudimentary ways they secured loads compared to today. Basic wood chocks, cribbing, and chain tie downs were the rule of the day. So, using my wood scrap pile, I made different size chocks, 2x8 boards and railroad ties for cribbing, and cut 2x4 boards for stakes on the flat cars. Using the clear glue again, the wood was affixed to cars around the loads (pic 8-9).



Pic 8: Various sizes of scale lumber were used for chocks, cribbing and bracing.



Pic 9: Stakes on the flat cars, along with additional bracing of the aircraft loads.

After the wood pieces dried, I moved on to adding tie downs once again. In the 1940's these were fairly basic. Chains, ropes, come-alongs, and eye bolts or other hardware were used for tie downs. For this, I used scale chain, thread, Tichy eye bolts, and Lonestar coffin hoists (pic 10). Before I added these, I made tarps out of tissue paper, painted Olive Drab Green (pic 11). The tarps are placed over the artillery pieces, open turrets on tanks, and at the end of the barrels on tanks. The thread secures the tarps, resembling rope tie downs (pic 12).



Pic 10: Scale chain, thread, Tichy eye bolts, and Lonestar coffin hoists were used for tie-downs.



Pic 11: Tissue paper was painted olive drab to use for canvas tarps.



Pic 12: Tie-downs and tarps in place on 2 tanks.

To secure the chain tie downs, each piece of chain is stretched over the front and back of each vehicle and glued with AC to either eye bolts fastened in the decking or stake pockets on each side of the flat car. Coffin hoist details were randomly glued to the chain. For the airplane fuselage, straps were used so no damage would be done by the chains. I used pieces of rubber bands, painted black, secured to the cribbing with AC (pics 13-16).



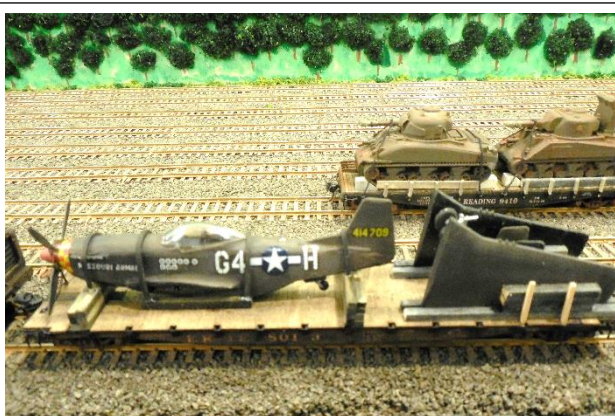
Pic 10: Chain tie-downs and cribbing.



Pic 14: Typical tank tie-downs.



Pic 15: Scale chain, and Lonestar coffin hoists.



Pic 16: Aircraft tie-downs used straps

Finally, I have added a boxcar and tank car to the consist. Each of these pieces were undecorated HO kits. They were painted, decaled, and weathered to fit the scene (pics 17-18).



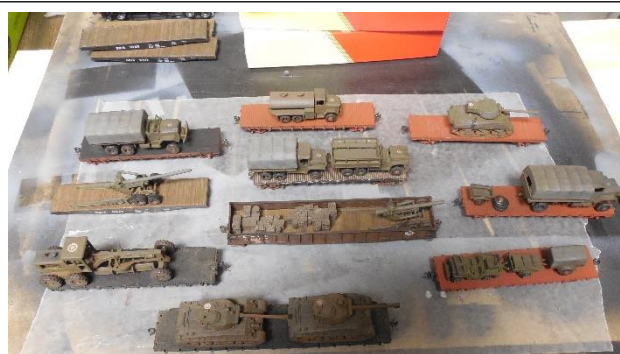
Pic 17: Boxcar painted and ready for decals.



Pic 18: Tank car and boxcar ready to roll.

I have 10 more pieces to complete using the same process as above (pic 19). This will give me a total of 27 pieces of rolling stock. I'm undecided on a troop car. As of now, the yard is starting to fill up (pic 27).

By the end of October, I should be finished. I have a big project around the corner, installing the Digitrax power on my home layout. By the time you read this, the Grand Opening of Wade's Train Town at the Newton Narrow Gauge Museum in Newton will have taken place. Many thanks to everyone that lent a helping hand to get Wade's up and running. We are open on Saturdays, so come and visit. I think you'll enjoy the Newton complex. Plus, we are always looking for volunteers to help us.

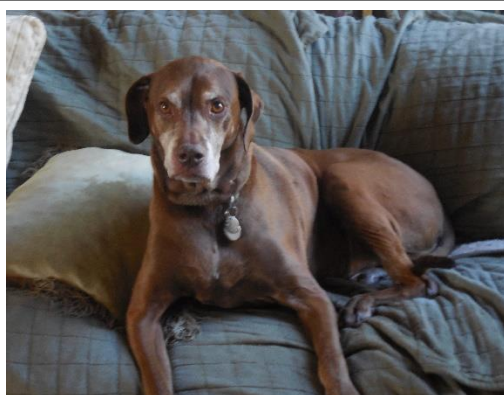


Pic 19: Ten more pieces awaiting tie-downs.



Pic 20: As Ed makes progress, the yard is starting to fill up.

Until next time,
ED & Elway



Elway

CLOSING PAGE BONUS



Lionel pays tribute to Halloween with their O-27 pumpkin-laden flatcar, appropriately named Jack-O-Lantern.

Photo from Lionel website

Division Brass

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