

THE BRASS POUNDER



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

Volume 21 Number 4

April 2021

Division Coming Events

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

First Division meeting of 2021

**Saturday, April
17th**

9:30am

**Warehouse #3
NC**

**Transportation
Museum**

**1 Samuel Spencer Dr.
Spencer, NC 28159**

**DIVISION
MEETING**

Superintendent's Corner

By Alan Hardee

GREAT NEWS!!!! No Fooling. Carolina Southern Division will have an in-person meeting in April. I have worked out arrangements with the North Carolina Transportation Museum for a meeting spot in warehouse #3 on April 17th at 9:30am. Marcus recommends using the parking lot across the street and walking over to the silver building behind the gift shop (to the right as viewed from across the street). Central Carolina N Scalers currently have their modular layout setup in that spot. It should be a great time of catching up on what we have been working on at home during the past year. Maybe someone would like to put on a clinic to motivate us with new ideas. Let me know if you would like to do that. We will be discussing several big changes for the upcoming year and a half.

As some of the restrictions have been lifted, we see a few train shows are happening in our area very soon. The Hickory show is a 2 day show this year and will be Friday April 9th Noon till 7:00pm and Saturday April 10th 9:00am till 4:00pm. CSD will have a table and display at this event.

NC Transportation Museum will host their train show on May 22nd & 23rd.

I hope to see everyone in Spencer on the 17th.



NC Transportation Museum viewed from The Little Choo Choo Shop

UPCOMING AREA TRAIN EVENTS

**19th Annual
NC Railroad Expo**
Hickory Metro Center
1960 13th Ave Drive SE
Hickory, NC 28602
Friday, April 9th
12:00 – 7:00pm and
Saturday, April 10th
9:00am – 4:00pm

Fort Mill SC
Train Show
Clarion Hotel
3695 Foothills Way
Fort Mill, SC
Saturday, April 24th
9:00am – 3:00pm

Historic Spencer Shops
Train Show
N.C. Transportation
Museum
1 Samuel Spencer Dr.
Spencer, NC 28159
Saturday May 22
9:00am – 5:00pm
Sunday May 23
10:00am – 3:00pm

COVID-19
PRECAUTIONS IN
EFFECT AT ALL EVENTS.
STAY SAFE AND
HEALTHY.

Editor's Notes

By Ed Gumphrey

Great news from Superintendent Alan Hardee on the opening page. It's great to have a Division Meeting on the calendar. I hope to see you at Spencer on the 17th.

Along with the return to normal that a meeting represents, I thank Joe Skorch for his article in this edition about a get-together for a trial operating session on Assistant Superintendent Andrew Stitt's On30 ET&WNC layout. Not only did the group of four manage to try out an operating scheme, but also marked a return to normal.

Other stuff on my mind....as Gil Brauch, MMR, notes in his update on the next page, the Division has formalized arrangements to relocate Wade's Train World to Newton Depot. As Gil notes, it also presents a task for us to collectively roll up our sleeves and help out. Stay tuned for more detail as plans are finalized. Ed Smith's article puts some more detail into the project from one of the volunteers. I've spoken to Ed a couple of times about this project, and he's really pumped about the opportunity to meet new friends and provide for more exposure for our Division.

Next up, I'm glad to see Scott Perry back in author mode with his article on resin casting. Give it a try.

As a follow-up to my article a couple of months ago about decisions....I received some invaluable feedback from several fellow CSD members. All the responses were encouraging and helped narrow the considerations about which way to go. I've decided to simplify things and go with a short line railroad. I've been working on some track plan ideas and should be able to write a follow-up article this spring. Hopefully I can start benchwork by the end of summer. That's my goal.

That's enough from me. I hope to see you at the Division meeting on Saturday the 17th.

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

IT IS OFFICIAL!

The Newton Depot Authority has agreed, in conjunction with Wade Warren's family and the CSD, to relocate the layout to the Depot's Model Railroad Center located at 1111 Main Street, in Newton, NC. We believe that this is the best possible place in Catawba County for this so that future generations can continue to enjoy Wade's handiwork. The official announcement reads:

“The Newton Depot Authority and Southeastern Narrow Gauge and Shortline Museum are pleased to announce a major acquisition for their Model Railroad Center in cooperation with the Carolina Southern Division of the National Model Railroad Association, Inc. The family of the late Wade Warren, creator of Wade’s Train Town and longtime resident of the town of Brookford, has agreed to donate his substantial HO scale model railroad to the Newton Depot Authority for the enjoyment of future generations of Catawba County residents. The Carolina Southern Division has agreed to relocate the railroad layout from its current home for over 30 years in the Brookford Community Center to the Model Railroad Center over the coming months with a target date of re-opening in the early Fall. The Division will also continue to maintain and operate the layout on behalf of the Depot Authority.

Wade's Train Town is an HO Scale display layout originally built by Wade Warren between 1984 and 1995 in the Brookford Community Center. The layout represents Wade's interpretation of a town with over 280 structures, most with operating lights and other features, that has a residential area, downtown, a carnival park, light industry, and heavy industrial areas. Two main lines circle the layout and are operational and there is a respectable stock of locomotives and train cars. It has delighted hundreds of visitors over the years and the Depot Authority and Museum are pleased to be able to allow many hundreds more to view it as well as the four other layouts in their Model Railroad Center.

The Newton Depot Authority and the Alexander Chapter of the National Railway Historical Society jointly operate the Southeastern Narrow Gauge & Shortline Museum located at the Newton Depot, 1123 North Main Avenue, Newton, NC. This museum is the only railroad museum in the South with a concentration of narrow gauge railroading and houses a collection of vintage railroad equipment that dates as far back as the era of Reconstruction. This collection includes boxcars, log cars, passenger cars, cabooses, and a steam locomotive. It has the largest collection of vintage narrow gauge equipment in the South. Additionally, the museum operates several model railroads of N, HO, and O scale in its dedicated Model Railroad Center.

The Carolina Southern Division is a division of the National Model Railroad Association, Inc. which advances the global scale model railroading community through education, advocacy, standards, and social interaction. The Division has members in the North Carolina counties of Alexander, Burke, Cabarrus, Caldwell, Catawba, Cleveland, Gaston, Iredell, Lincoln, Mecklenburg, Rowan, Stanly, and Union as well as the South Carolina counties of Chester, Lancaster, and York. “

RELOCATION PROGRESS REPORT

Relocation work sessions during the last two months have been amazingly successful. As of March 20, all the buildings have been removed from the layout and packed up along with various other groups of items in the room. We installed some of the new legs for the tables and separated all of the 9 tables making up the layout. They are ready to move! Thanks to Bob Halsey, Joe Skorch, Andrew Stitt, Keith Iritsky, and Ed Smith for their excellent work this month. We will have no scheduled work sessions during April mainly because we are now waiting for the Model Railroad Center folks to finish up preparing the room that we will be moving into. They believe it will be finished during April, so look for us to schedule some moving sessions during May.

One thing we will need is either a fairly large box truck or trailer to move the layout tables. The largest one is 9 feet by 5 feet and stands about 4 feet tall (counting the fixed buildings and scenery elements). If any of our members have access to vehicles that can be made available on weekends during May, please contact us by email at wadestrainatown@carolinasouthern.org to work out the details. Being able to borrow one (we will pay for fuel) will save a bunch for not having to rent one.



Many folks enjoyed the Last Run at Brookford on January 9, 2021.



Just over two months later, things look a little different in Room 107 of the Brookford Community Center as the layout stands ready to be moved to the Model Railroad Center at the Newton Depot.

DIVISION AND REGIONAL NEWS

By Ed Gumphrey

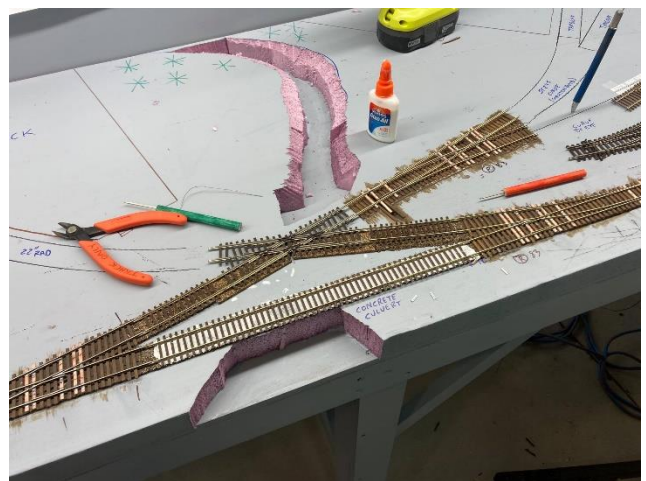
The third month of 2021 went by without the Carolina Southern Division holding a formal meeting due to Covid restrictions. However, as Gil Brauch, MMR reported above, volunteers continued to help preparing for the move of Wade's Train World to its future location at Newton Depot. I've been watching Gill's skillful negotiations and tip my hat to his success in securing the final approval as he detailed on the previous pages.

March also marked continuing social media posts from Scott Perry and Seth Gartner's NYC Piney Fork Branch.

Scott has been busy. Based on his most recent posts, he's been busy laying track on his switching layout. He also posted a series of pictures about how to make masters, molds and resin parts. Thankfully, he put that info into his great article in this month's newsletter.



Scott Perry's trackwork installation is progressing well. Lots of 1-2-3 blocks holding track in place while adhesive dries. Photo from Scott's Facebook Post.



Scott Perry's careful planning is rewarded by smooth flowing trackwork, as this close-up shows. Photo from Scott's Facebook Post.

After the previous month's posting on making trees and planting them, Seth Gartner posted a nice series of before, during and after pictures of one area of his layout. He topped it off with some operations, and posted pictures of his Hopedale local / St Clairsville coke run, shown at the top of the next page. Check it out on Seth's [Piney Fork](#) Facebook page. As always, it's full of gems.



The Hopedale local / St Clairsville coke run. Photo from Seth's NYC Piney Fork Facebook Post.



The Hopedale local / St Clairsville coke run. Photo from Seth's NYC Piney Fork Facebook Post.

And finally for Division news, don't miss our first meeting of the year Saturday, April 17th.

See you in Hickory on the 9th or 10th, whichever day works best for you. You have to admit it's good to see train shows back on the calendar...

19TH ANNUAL NC RAILROAD EXPO!

Fri-Sat, April 9-10, 2021

FRI 12 PM EST - 7:00 PM EST

SAT 9:00 AM EST - 4:00 PM EST

Admission \$5 Kids under 12 free

**HICKORY METRO
CONVENTION CENTER**

www.tarheelpress.com/Trainshow



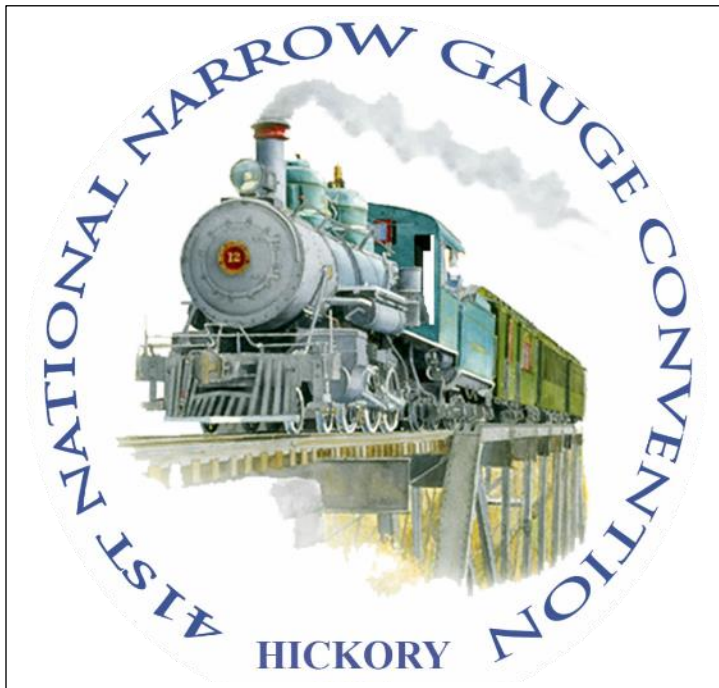
UPCOMING CONVENTION NEWS

By Ed Gumphrey

There are THREE relatively nearby Conventions on the calendar for 2021.

- First up is the [41st National Narrow Gauge Convention](#) to be held at [Newton Depot](#) September 1-4. Although not affiliated with the NMRA, this convention promises a lot of interesting activities for model railroaders. Their website is up and being updated as plans become firm.
- The second is our neighboring Southeast Region (SER) Convention in Greenville, SC and has been rescheduled from June to September. Their website has been updated with clinic information and photos of the layouts on tour and for operating sessions. Make your plans for September 9-12 and get more details at www.swamprabbitexpress.org
- The third is our own Mideast Region (MER) Convention in Baltimore, MD. Make your plans for next October 21-24 and get more details at <https://mtclarejct.com/>

FIRST UP:



The 41st National Narrow Gauge Convention is being hosted by the Southeastern Narrow Gauge & Shortline Museum at Newton Depot September 1 – 4, 2021

Information at:

<https://41nngc.com>

FOLLOWED BY:



The SER Convention is being hosted by the Palmetto Division at The Hilton Hotel in Greenville, SC
September 9 – 12, 2021

Information at:
<https://swamprabbitexpress.org>

Download their [overview](#)

THIRD UP:



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>

A Return to Normal (somewhat)

By Joe Skorch

After receiving both vaccines our small group of operators decided that it would be nice to have a beta test session of Andrew Stitt's new On30 Layout. This was Andrew's foray into dead rail operations modeling the ET&WNC in 1926.

The purpose of this get together was to test the actual battery life of these engines in an actual operating session, see how the trains would run and where they would meet so a timetable could be made, test the operations of the track work, and to finally get together in person for the first time in over a year.

There was a total of four of us, hosted by Andrew and the operators were John Short, Larry Keller and me, Joe Skorch. This seemed to be the right number of operators for this layout but one more could be used if available.



Andrew Stitt (center) talks to the crew, ready to hand out train orders for his trial operating session while John Short (foreground) listens

We started off with a quick tour of the layout guided by Andrew followed by a brown bag lunch. His layout is a point to point type which will provide operational opportunities for all of us. The mainline is for the most part a single track with passing sidings in the towns that the ET&WNC served.

After we all ate lunch Andrew provided train orders and we began the beta test session. There were very few problems throughout the session which were noted so they could be repaired before we meet again. Because of some delays there was not an accurate analysis of the battery life and whether or not an operational round trip could be made. The passenger service ran perfectly, completing a day's journey without a problem.

Andrew has done a very nice job constructing the area he chose to model, Cranberry to Johnson City. This layout will have more scenery than his past layouts but still will present some switching with a lot of emphasis on lumber, logging, iron ore mining and passenger service.

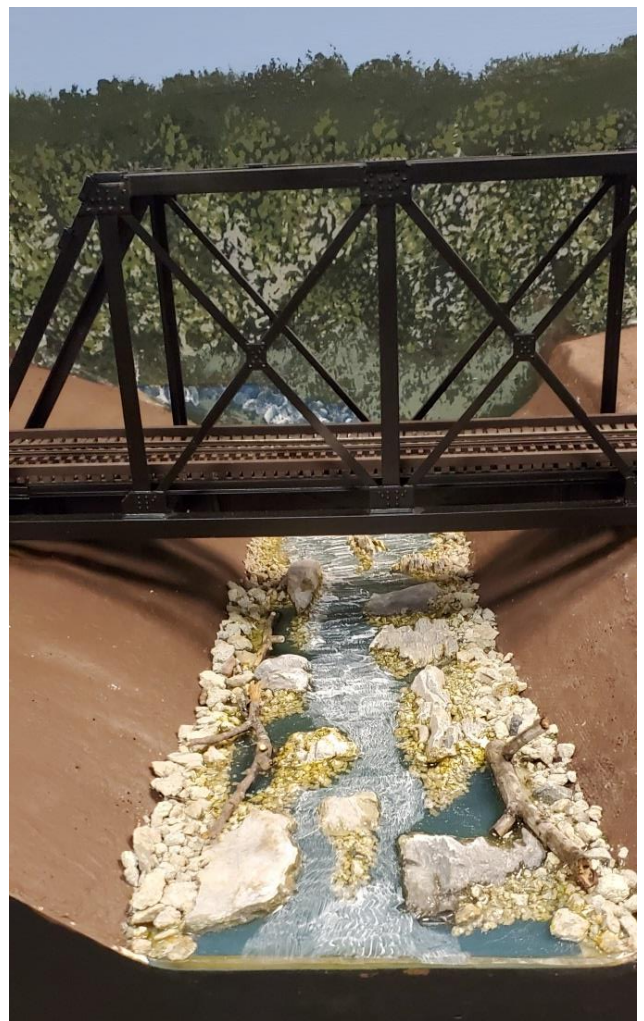


A passenger train coming from Cranberry crosses the gorge heading for Johnson City.

This layout is less than 2 years in the making with hopes to be part of the upcoming narrow gauge convention in the fall of 2021. Andrew has learned some new techniques in scenery construction and the results show in his rivers and rock cuts. He has paid close attention to the railroad, modeling the details that were prominent in that time frame. His layout is still early in its development but it is wise to test before installing scenery details.



Another group of passengers. Andrew's hand painted backdrop gives the scene a nice effect.



A very fast moving river created by Andrew's dry brushing the ripples in the water.





An early Passenger train from Cranberry headed to Johnson City.
The rock cuts add a nice touch to the scene

The session lasted 3 hours and all of us agreed that it was great to be able to get back together for the first time in over a year.

Scratchbuilding - Resin Casting Reproduction

How to Mass Produce Your Scratchbuild Items

Text and Photos by Scott G. Perry

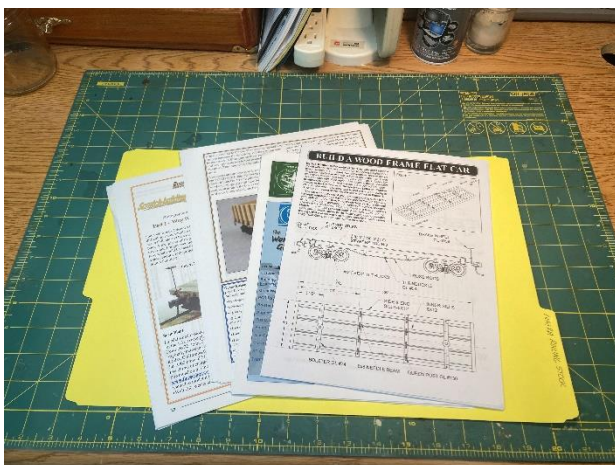
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Buying a [Bachmann](#) On30 flat car costs over \$70 now that they are out of production (Pic 1). Building a single flat car from scratch is a tedious and time-consuming project. If your railroad needs a fleet of flat cars, say one dozen, you are looking at tons of money or tons of time building the same thing. If you can't buy the cars you want, you can build one very good model and replicate it using resin casting techniques. While this appears to be a difficult process, it really isn't and its loads of fun to see your first part release from the mold! I'm making a fleet of freelanced cars for my Hebard Cypress Lumber Company and the frames I cast will be used for several logging flat cars, boxcars, gondolas and logging passenger cars. These will be used earn my AP Master Builder Cars Certificate in the NMRA. Feel free to make any scale frame you wish as the process is the same.

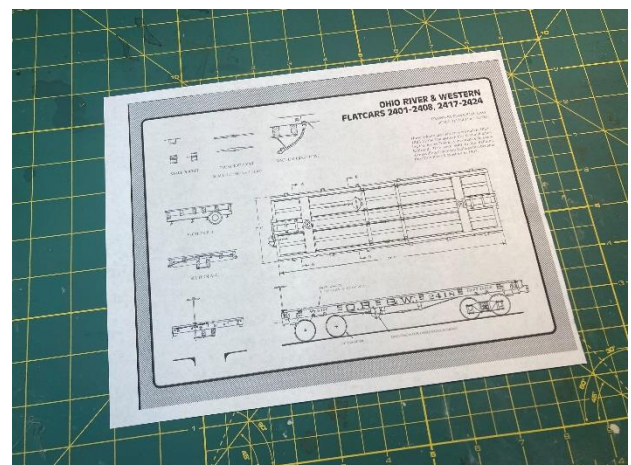
The first step is to gather reference materials on the frame that you want to make (Pic 2). There is a ton of information available on making flat car frames. I decided to base my car on a plan I found in the Narrow Gauge and Short Line Gazette magazine (Pic 3). Using their drawing and the reference materials, I drew my own freelance plan and got to work.



Pic 1: Bachmann On30 flat car, now out of production.



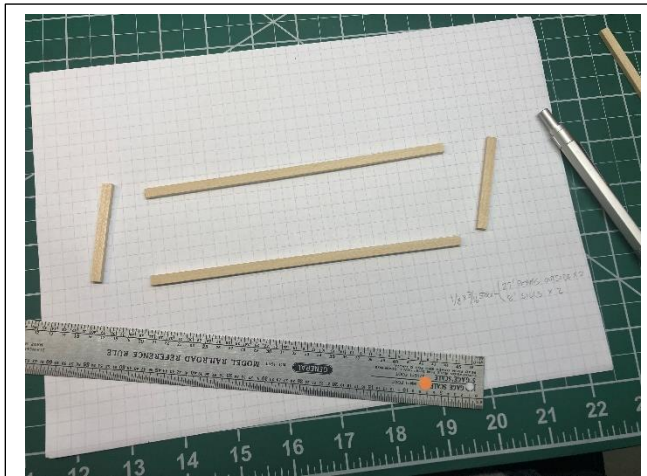
Pic 2: Reference material.



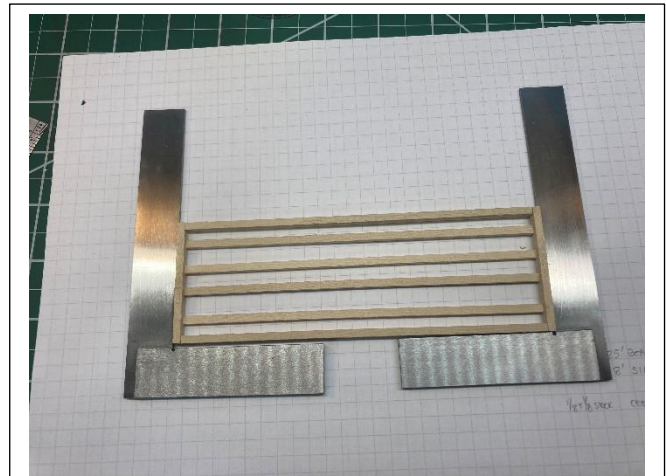
Pic 3: Find plans or draw your own.

Remember you are building a master for a mold, not the car itself. Materials are a critical choice in mold making. Styrene works amazingly well for a master, but wood (Pic 4) is a little trickier. Molding materials can get into every crack and crevice and can cause the master to break when you remove it from the set mold. Wood can also float, causing the mold material to encapsulate it and make it unusable (want to see one)? We are going to use wood in this case so we can get the grain look on the cast parts. The silicone is so good at mold production I have even cast my own fingerprint on a mold just by handling the master.

Since this master is going to make lots of castings, it should be your best possible work (Pic 5). Take your time to be precise and build it very sturdy! Start with the basic frame. Using a sawblade and a worn hobby knife blade I scored grain into each piece of wood. Carefully cut all the outside boards and put them together with Carpenter's Glue or Elmer's White Glue. Be sure to keep the work square and clean. Next put in the long stringers.



Pic 4: Choose your material for the ends and side sills.

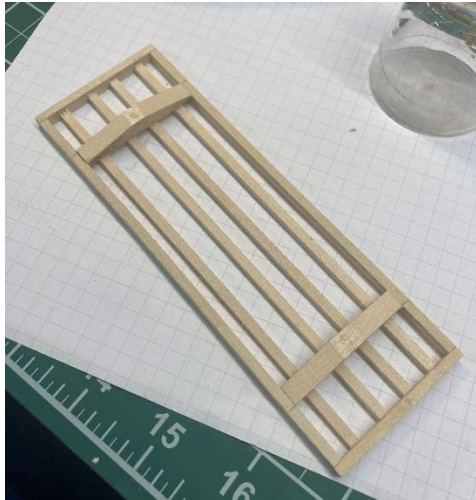


Pic 5: Take your time and be precise assembling the master.

Once the frame has dried, I use thicker piece of wood to make the truck bolsters per my drawing and glue them in place (Pic 6 on next page). I'm careful to make sure they are straight and firmly attached with no cracks between them and the stringers. Clamp them if you need to hold them in place and give it plenty of time for the glue to dry (Pic 7).

To build the two queen post supports you will need to measure and notch the wood, so the board is mounted in between the stringers (Pic 8). Carefully mount these in place being sure to get the best fit possible (Pic 9). Remember the mold compound will find every crack and make the mold harder to remove.

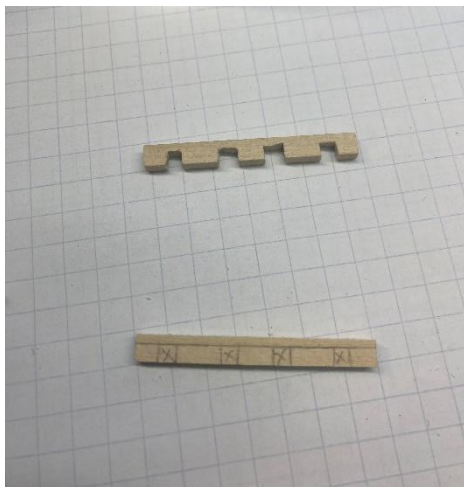
I fill in the area on the ends of each car where the couplers will go and added a small piece of wood to be a mounting pad (Pic 10.) Once that is done the main frame of the model is complete (Pic 11).



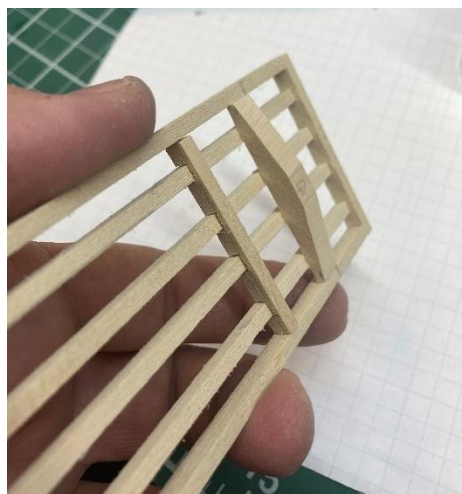
Pic 6: Install bolsters.



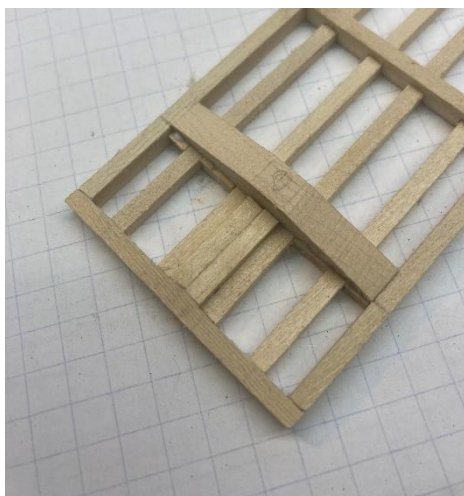
Pic 7: Make the assembly strong.



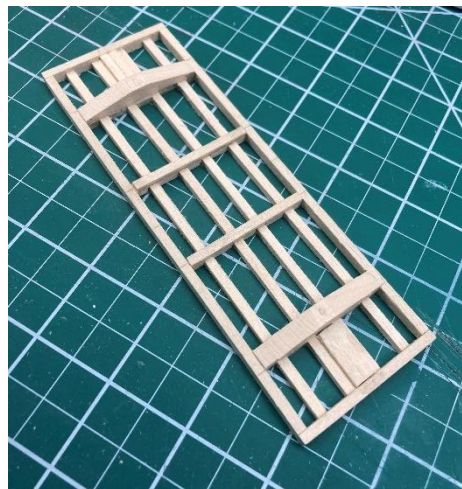
Pic 8: Queen Post supports.



Pic 9: Queen Posts installed.



Pic 10: Install couple pocket pad.

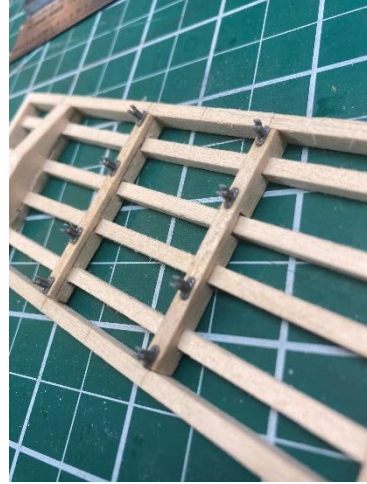


Pic 11: Basic frame is complete.

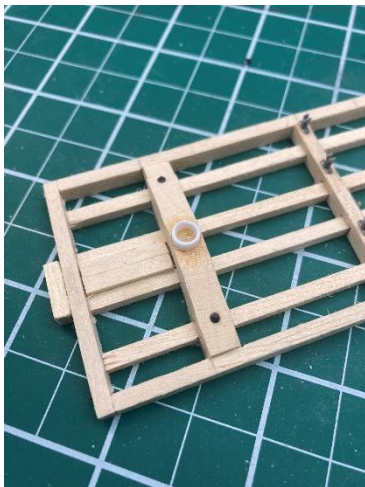
Details are next. Using [Tichy](#) and [Grandt Line](#) castings I install nut/bolt/washer castings where appropriate on my drawing (Pic 12). You will need to drill the holes for the castings because if they aren't mounted securely, they can "float away" in the mold compound. Only add the detail parts that can be easily cast. Some, like queen posts (pic 13), will cause air pockets in the mold and won't cast correctly. You can get away with this, as I am doing, when you do pressure casting but it requires a lot of equipment and isn't necessary for this model. I would suggest you apply these to the part after it is cast. To make the bolster truck mount I used a small piece of styrene tube (Pic 14) and filled it in with plastic putty (Pic 15) to make a solid, round piece. After the casting is removed, I'll drill and tap a hole for the truck mounting screw.



Pic 12: Install details.



Pic 13: Queen Posts can be a challenge.



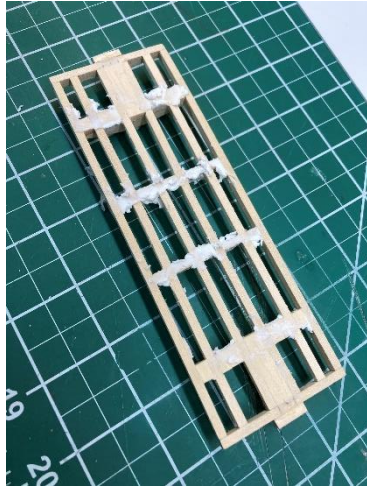
Pic 14: Truck Mount circle.



Pic 15: Truck Mount fill in.

The last step for the master is to make sure that all spaces are filled. The area between the bolster underneath and the top of the frame will need to be filled with small pieces of wood. Once the glue is dry take a wood filler (putty) and fill in all gaps anywhere (Pic 16 on next page). Sand each one smooth and make sure there are no undercuts or gaps that could cause the master to hold in the mold.

You'll need to sand the top of the frame flat and smooth. Wood may not release from the mold compound so I spray a light coat (Pic 17) of clear sealant ([Rust-Oleum](#) Crystal Clear Enamel) and let it dry thoroughly. It only has to be a very thin coating so you don't lose any detail. Be sure to spray the top of the frame, too.

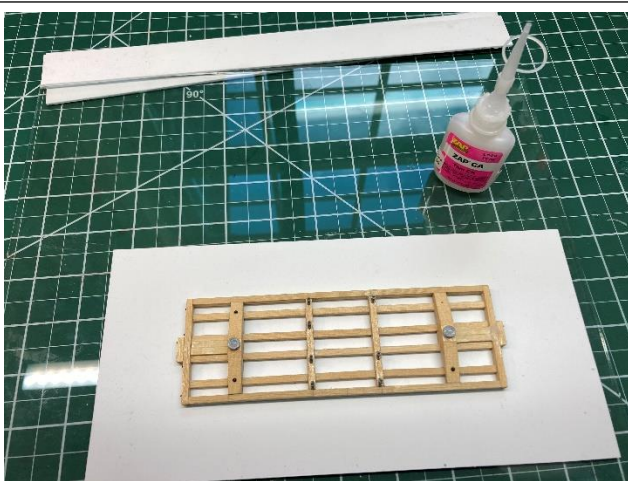


Pic 16: Fill gaps with putty.



Pic 17: Coat model with clear sealant.

We need to build a mold box next, so I start with a sheet of .060 styrene and glue the frame upside down on the plastic using a few drops of super glue. You want enough CA to keep it from moving, but not enough you can't remove the frame (Pic 18) from the base. The mold box needs to be about ¼ inch away from the master on all sides and on top. This gives the mold enough strength for multiple uses without using too much expensive mold compound. I just cut some .060 styrene into 1-inch strips and cemented them to the base using [Plastruct](#) Plastic Cement. This attachment is in a pin-wheel fashion (Pic 19) which allows it to be removed easily. You can't allow any gaps in the mold box anywhere because the mold compound will find the tiniest leak! Check your model one last time for any missing parts like this one NBW that fell out somehow (Pic 20 on next page).



Pic 18: Mount model to plastic.



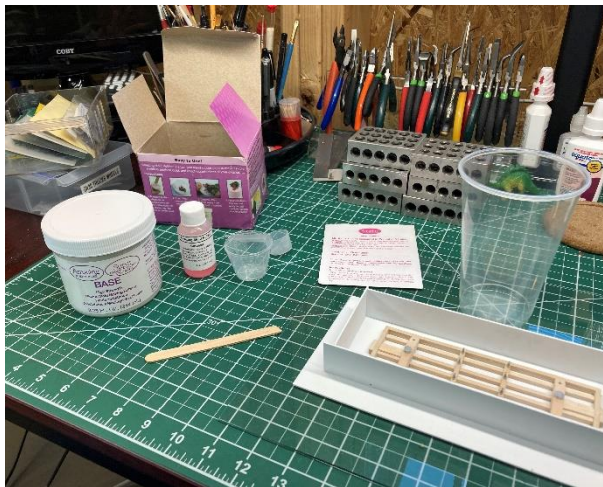
Pic 19: Build mold dam and add mold release.



Pic 20: Check model for last minute repairs.



Pic 21: Silicone mold compound kit.



Pic 22: Read the directions.

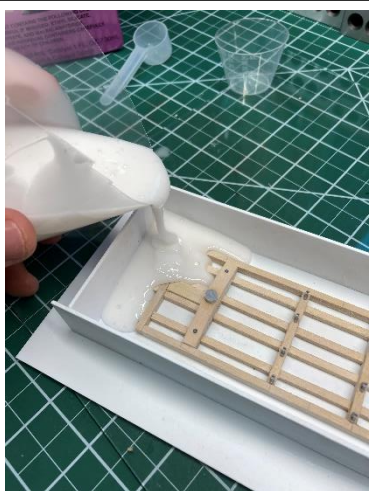


Pic 23: Measure and mix the silicone and activator.

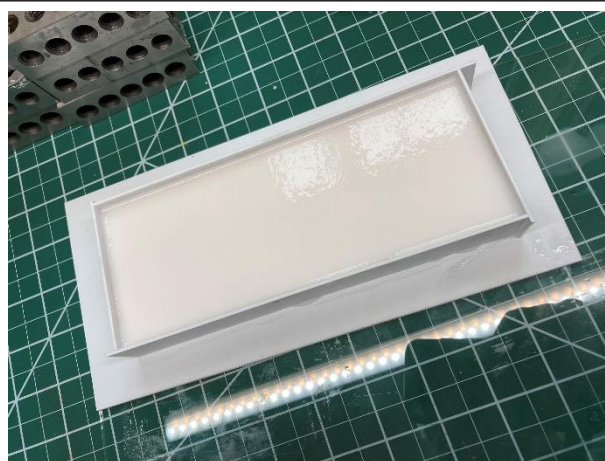
There are tons of mold making and urethane resins out there, and many more suppliers. I recommend you start with [Alumilite](#) products. They have been long time supporters of model railroading and have great products and video training. You can also call them up and ask a question anytime. For mold compound I recommend Alumilite Amazing Mold Rubber Kit High Strength (Pic 21) which is \$26 on Amazon, or possibly at your local hobby shop. This is a high strength mold rubber which you'll need for pulling out the long casting. Be sure to read the directions (Pic 22). I know, you are a model builder and don't read directions, but I warn you if you don't do it exactly right the frame will be coated in a silicone slime forever. When you mix it be sure to mix it 10:1, silicone to activator. I use a gram scale for more precision (Pic 23), but you can use the measuring cups that come with the kit. You have plenty of time to work the material so stir it thoroughly!

Starting in a corner of the mold box (Pic 24) start pouring very slowly. I get a tiny stream going so that the compound can drape around the master and eliminate air bubbles naturally. Pro mold builders will put the compound in a vacuum chamber and remove the air bubbles, but that isn't really necessary for this project. Fill the mold box up to ¼ inch above the bolster (Pic 25) and let the material cure for 24 hours.

In 24 hours you can tear off the dam and remove the mold (Pic 26). You'll notice that a little mold compound will have found its way over the wood in very thin sheets (called flashing). This is normal. Gently remove the master (Pic 27) from the rubber mold, taking your time and going slowly. There is no rush and you want to save the master for making new molds, or for finishing out a model. Once the frame is removed take a hobby knife or scalpel with a brand new blade and cut away flashing that is in the way. You now have a production mold (Pic 28 on next page)!



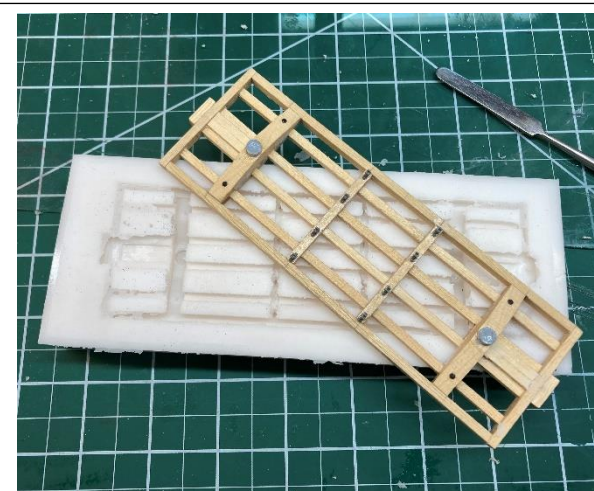
Pic 24: Pour mold compound into the mold dam slowly.



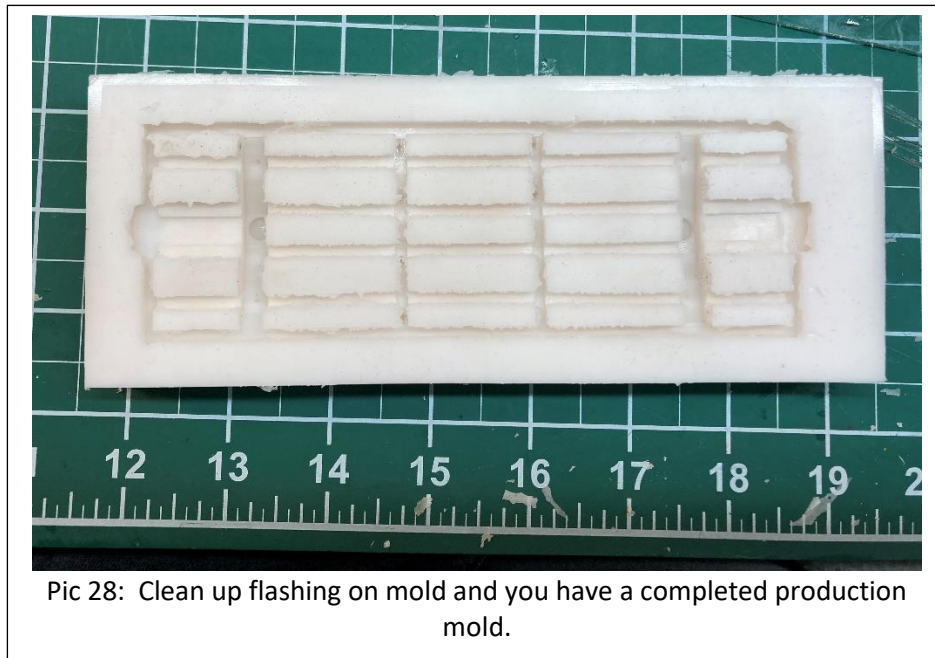
Pic 25: Let the mold compound cure for twenty-four hours.



Pic 26: After curing, remove the mold from the mold dam.

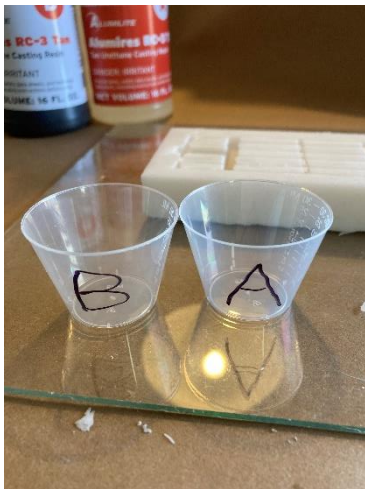


Pic 27: Gently remove the model from the mold.



Do not wash the mold in water! Urethane foam reacts dramatically with water. The mold must always be dry. I recommend that you start your casting work with Alumilite AlumiRes (RC-3) Tan Casting Resin (Pic 29). You'll need about 2/3rds of an ounce per frame. This is a fast curing resin that cures tan in color. I have used this resin for over 20 years with great results. Many hobby shops have it or you can order online from Amazon. It is a two-part urethane product (Pic 30) that you mix together at a 1:1 ratio. Again, please really read the instructions and don't bother using mold release for this project. Mark the two mixing cups as A and B parts so you don't get them mixed up (Pic 31 on next page). I use a small paper cup and a popsicle stick to mix the two. Pour in the clear A part first as it is thicker and takes more time. Then pour in the brown liquid and mix quickly for about 15 seconds. Squeeze the cup to form a narrow lip and pour slowly into the mold. This can be tricky so your first casting may not come out perfect. You only have a short time to work with the liquid so get it into the mold as quick and clean as you can (Pic 32 on next page).





Pic 31: Identify your mixing cups.

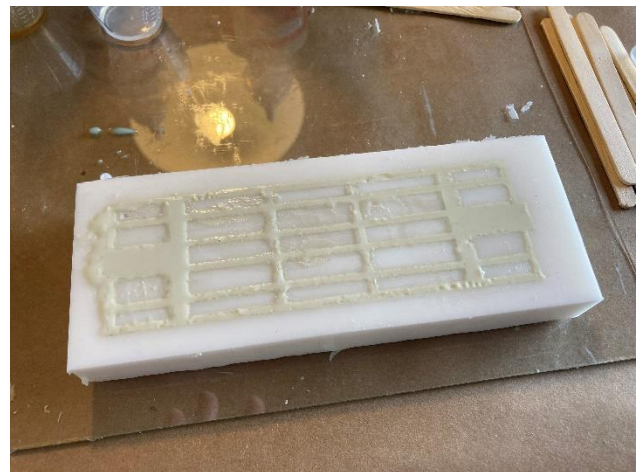


Pic 32: Uncured resin in mold is clear.

Now the amazing part. These chemicals cause a thermal reaction when mixed and they get very hot in the mold. Once it reaches a certain level it begins to cure by turning a tan color (Pic 33). This happens very quickly, and you'll have a solid casting in a minute or less (Pic 34). Allow the casting to cure for longer than the instructions say. I leave them in for about 30 minutes each to get them very firm. Once cured gently remove the casting from the mold a little at a time (Pic 35 on next page). If the casting bends a little, don't worry. Once it is out of the mold you can straighten it if it is still warm. You may have a little resin flashing on the top but it can easily be removed with a hobby knife or a sanding block. Put the casting on a hard flat surface for 12 hours to allow it to fully cure (Pic 36 on next page). Ignore the instructions on this because speed is NOT a friend to a casting.



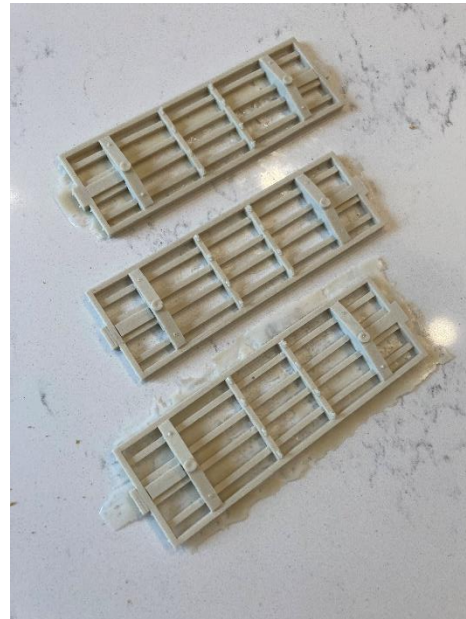
Pic 33: Resin can cure very fast.



Pic 34: Different resins act differently – this one expands slightly.



Pic 35: First piece may need some cleaning up.



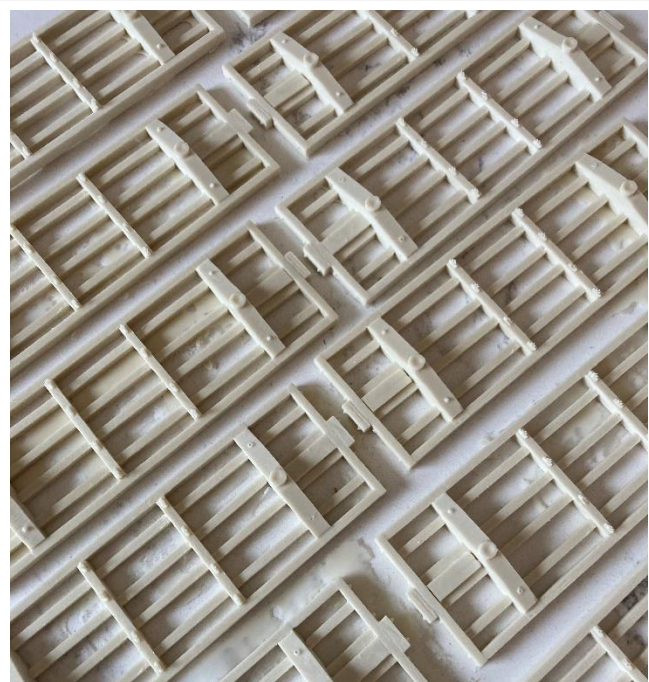
Pic 36: Put castings on a hard flat surface to cure for 24 hours.

Inspect the casting for air bubbles and details that didn't cast correctly. Small bubble holes can be filled with Squadron Putty. If you have a lot of small details that do not cast right due to air pockets, put the mold in the microwave on high for two minutes and get it warm, then immediately pour it. It should cure most of the problem. Depending on the master, the mold material, and the resin you can get an average of 25 castings per mold before it wears down or tears. I have gotten much more than that however (Pic 37).

Give it a try and have fun! If you have any questions, contact me at:

scottgperry@comporium.net.

There is a lot more to casting and by changing resins or making more complex mold you can make a lot of things.



Pic 37: Make up to 25 parts with the mold.



MOVING DAY

By Ed Smith

For over a year, under the guidance of Gil Brauch, MMR, our Division has been searching for a new permanent home for Wade's Train Town, located in Hickory. This jewel of a train display was the dream and passion of the late Wade Warren, after his retirement in the late 1980s. Our Division, under Gil's supervision, took over stewardship of the dormant layout display in the early 2000s. The CSD agreed to a once-a-month open house for public viewing. With the support of many CSD volunteers, the display was refurbished and restored to Mr. Warren's vision and has been open to the public for over a decade (pic 1). Sadly, viewership has fallen off, primarily due to the location and visibility. The display's demise seemed imminent. With no new venue to attract people, closing down was the only alternative.



Pic 1: Wade's Train Town, just before we started dismantling.

But like I said, Gil Brauch's tireless search brought positive results. Earlier in March, the CSD and the [Newton Depot Authority](#) and Southeastern Narrow Gauge and Shortline Museum reached an agreement to relocate Wade's display in their new Model Railroad Center (pic 2 on next page). This building is located next to the Newton Depot Museum and outdoor displays (pic 3 & 4 on next page).



Pic 2: The Model Railroad Center.



Pic 3: Newton Depot



Pic 4: Outdoor displays

The Model Railroad Center now houses a gift shop, O gauge display (pic 5), N gauge display (pic 6), and a HO layout, under construction, of Hickory in the 1950's (pic 7 on next page). Wade's will be located in a large room adjacent to the existing displays (pic 8 on next page). This room is under renovation and offers many benefits. The Newton management has many intriguing plans for the model center. There are areas designated for workshops, clinic areas, visual aid areas, and a new entrance tying the model building to the Depot museum. These should all stimulate viewership which in turn is a huge benefit to Wade's and our Division's exposure to the public.



Pic 5: O gauge display layout.



Pic 6: N scale display layout.



Pic 7: HO scale layout under construction.



Pic 8: Future location for Wade's Train Town.

So now the work begins. With the help of a handful of dedicated volunteers, we find ourselves ahead of schedule. The display was stripped of all structures (pic 9), inventoried and stored for re-installation. All wiring was removed from under the layout and it was separated into 9 sections (pic 10), and all table legs were replaced. Refurbishing of the structures is already underway (pic 11, 12). There are approximately 250 structures, all with grain of wheat incandescent lamps. These will be updated to LEDs. Of course, when re-installed, buildings will be restored and new scenery installed. Also, new animation is planned. Although our goals are set high, the restorations will be a major improvement. Now we wait for the museum personnel to finish room renovations. Hopefully, by the end of April or early May we can make the move.



Pic 9: Structures were removed and stored.



Pic 10: Layout separated into 9 sections.



Pic 11: Refurbishing burning buildings.



Pic 12: Refurbishing continues.

Once again, here is where we will be relying on our volunteers. Moving the 9 sections and room contents will be a major project. Once in our new home, we will have until September to get the display up and running. The Newton museum has a commitment to the National Narrow Gauge [Convention](#), coming to Hickory in September. They would like our display to be operable, along with the rest of the Model Railroad Center for viewership. So, we have a lot work to do. All that being said, I believe this is a great opportunity for CSD. The link between prototype railroading and model railroading is, I believe, what we are all about. This affiliation, expanded camaraderie, and exposure can only enhance our Division.

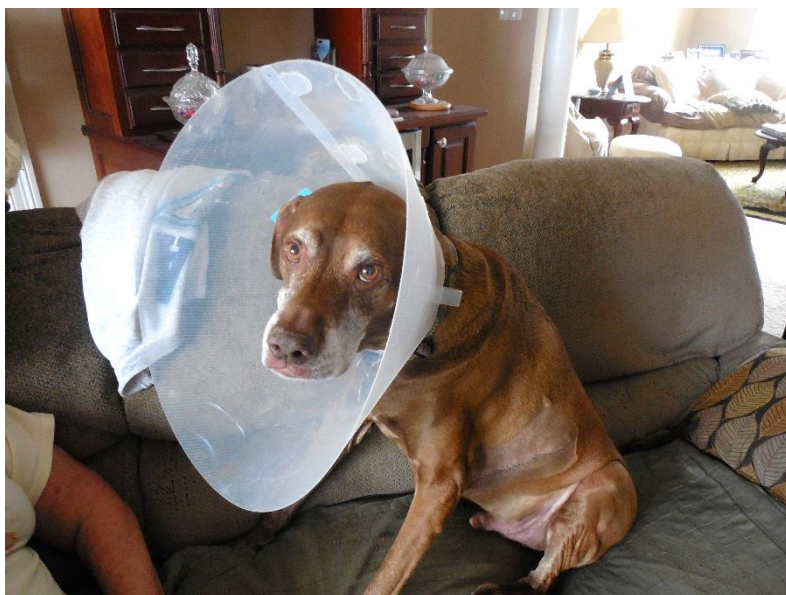
On another note, due to my involvement in this move, my home layout has taken a back seat when it comes to hobby time. By no means am I complaining. Due to the LED conversion, I'm actually re-learning basic electronics; Ohm's Law and Resistor Band Tables; all things I haven't studied since I was an apprentice. I still believe I can complete my mainline by the end of the year. But it reaffirms that the best laid plans can go out the window instantly.

The good news is that my wife and I have both received our Covid-19 vaccine shots. Maybe there's light at the end of the tunnel. It will be great to meet in person again. The Hickory Train Show is April 9th and 10th. It has expanded to 2 days and our division will have several tables with items you just have to have.

So, stay safe and get your shots. My buddy, Elway, has had a rough month and is recovering from surgery (pic 13). The Elizabethan collar didn't last long... Bull in a China shop thing.

Until next time,

ED



Pic 13: Elway is recovering well from surgery.

CLOSING PAGE BONUS



The Easter Bunny visits Spencer for their special events.

Photo from NC Transportation Museum internet pages

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