

THE BRASS POUNDER



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

Volume 21 Number 8

August 2021

Superintendent's Corner

By Alan Hardee

Welcome to August. It's still HOT outside. I hope you can stay inside and work on your model railroads. I am working on a few changes to my railroad to have it ready for our MER convention that we are hosting in October 2022. Hopefully your layout will be ready as well. Someone from the convention committee will be reaching out to you soon to schedule layout tours and/or Op Sessions on your layout. I have also confirmed with the convention banquet speaker that he is still on for our new convention date. All I can say for now is that he is President of a major model railroad manufacturer.

Our project layout, Wade's Train Town has been reassembled with updated wiring and LEDs. The final touches are going on now with completion scheduled for the end of August to be ready for the narrow-gauge convention in September. A HUGE THANKS to everyone that has helped on this project. Speaking of September, I have spoken with Jack Parker about our Annual Picnic. He has offered his home again this year for our gathering by the lake on September 25th. That will be one week later than normal. Jack requested that weekend so he can get his railroad restaged after the narrow-gauge convention visit. Jack would like to have the picnic guests participate in an Op Session after the picnic cleanup is completed. Should be a great time for all.

Stay COOL!!!

Division Coming Events

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

Next Division meeting

**Saturday,
August 14th
10:00am –
1:00pm**

**Newton Depot
Model Railroad
Center
1115 North Main
Avenue,
Newton, NC**

**Additional
sessions on Aug
7th and 21st**

**Come help out
with reassembly
of Wade's Train
Town at its new
home.**

UPCOMING AREA TRAIN EVENTS

**There are no train shows
within the Division until
fall.**

**The National Narrow
Gauge Convention starts
things off in September.
See the Upcoming
Convention news
starting on Page 6.**

Editor's Notes

By Ed Gumphrey

I'll start my comments this month with an apology for being so late getting this edition done. As the saying goes, life happens, and I had to make an unplanned trip to Maryland last week. I was able to keep email continuity (so I got all the timely submissions of articles. But, without my desktop computer, I was unable to work on this earlier.

So, as I send this out, the first weekend work session at Newton Depot is already behind us. I hope you can find time to help out during one of the remaining Saturdays in August.

I spoke with a couple of fellow members who attended the Memorial Service for Jack Monette, MMR. I was told that many members of the Concord Area Model Railroad Club, of which Jack was a co-founder, were in attendance as well. Michele Chance confirmed that it was a touching service. Of note was one of the minister's comments to the effect that he wasn't sure if there were trains in heaven, but with Jack on the way, you could count on it. As I said in last month's newsletter, Jack will be sorely missed.

Speaking of missing people, we're going to miss Scott Perry. He has moved to Utah and started a new job there. Although it means we need to elect a new Director, and I'll miss getting great scratchbuilding articles, Scott will be close to his beautiful daughters – and he's delighted with that. I wish Scott all the best of luck in his new position. I'm glad I follow him on Facebook so I can keep in touch with his model railroad projects.

As Gil Brauch reports, things are going well with the Division's project reassembling Wade's Train Town at its new location in Newton. I'll close this month's issue as I did last month with a request that you join in for one of the remaining Saturdays in August. Thanks in advance.

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

STEADY PROGRESS TOWARD RESTORATION

We held four official work sessions during July and made substantial progress toward our goal of having the layout and room “show ready” by the end of August. We put the last table in place on July 10 and even cleaned up and re-installed most of the buildings on Table #3. The electrical crew activated several tables’ worth of new LED lighting for buildings. Meeting these major milestones allowed us to make really visible progress in the remaining weekends. Thanks to the following guys for helping out that day: Ed Smith, Keith Iritsky, Gil Brauch, Larry Paffrath, Danny Poole, Ken Riddick, Ed Gumphrey, and John Yarborough. During the month we added two new members/workers to the team – Chad Barnette and David Myers joined the Division and contributed to the work as well.

During the remaining three work weekends we were able to place all but 12 of the over 280 structures on the layout. The remaining dozen have embedded incandescent lights that need to be replaced with LEDs and Ed Smith should have those converted fairly quickly. He and Danny Poole have spent most of their time under the layout connecting wires while the rest of us worked ‘topside’. Keith has the mainlines and trolley line track in good shape. Larry, Ken, Ed, John, David, and I worked on buildings. The three photos give an overview of what the layout looked like as we completed work on July 31. We are nearing the ‘home stretch’, but still need workers to show up during August to finish the job. There is a scheduled work session each Saturday during August. We normally work from 10 am until 1 pm.

WORKING ON THE DETAILS

Now that we have completed most of the basic layout work, we will be focusing on bringing the layout up to ‘museum quality’ standards. We will be spending much time during August on the “Great People and Vehicle Hunt” and refining the look of each individual scene. We need to carefully examine each scene (closeup photos available) and find and install all the ‘moveable’ elements. The goal is to replicate Wade Warren’s original work as closely as possible. Of course, we eventually need to install skirts and Plexiglas on the layout itself, the walls need to be decorated with display materials, the ‘Modeler’s Corner’ and ‘Docent’s Cubby’ need to be established, the room needs cleaning out, etc., to complete the setting for the layout. All that will come after we complete layout work. We should not be satisfied until the whole exhibit reflects favorably not only on the work of Wade Warren, but on the outstanding skills and abilities which exist within our Division.

There is plenty to be done, so helpers are more than welcome. Our work schedule is posted on the Calendar page of our website. Check it out at <http://carolinasouthern.org/calendar.html> and pick a day or two to come help out. And remember that you get AP Volunteer points for each month you attend.



As of July 31, 2021 all but about a dozen of the over 280 structures have been placed on the layout. This is the view of the downtown area.



Here is a view of how the "backside" of the layout looked on July 31, 2021.



This photo shows the residential area as of July 31, 2021.

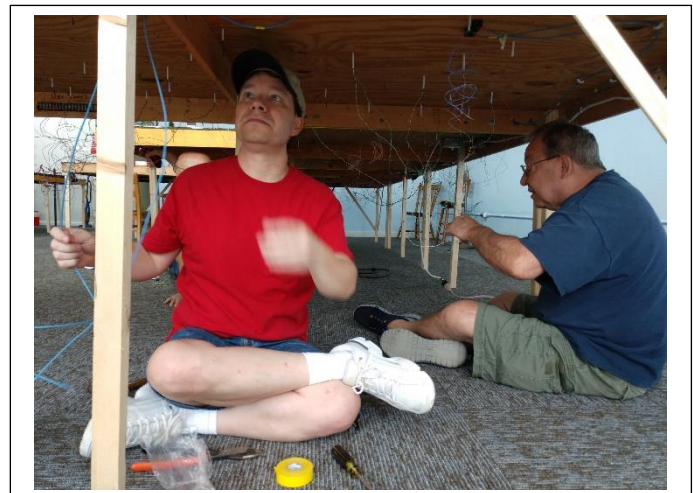
DIVISION AND REGIONAL NEWS

By Ed Gumphrey

Once again, the big story for the past month was our effort reassembling the sections of Wade's Train at its new home in the Model Railroad Center at Newton Depot. The work sessions have been well attended, and there's a good summary in the preceding article from Gil Brauch, MMR.

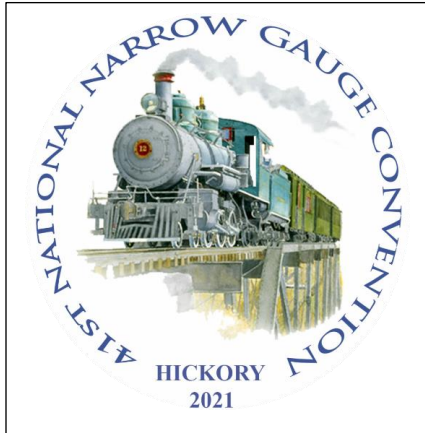
As Gil mentioned, Danny Poole and Ed Smith spent most of their time underneath the tables working on wiring. The accompanying snapshot shows them happily at work.

As previously noted, there will also be work sessions on the next three Saturdays, the 7th, 14th, and 21st. Hope to see you there.



UPCOMING CONVENTION NEWS

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>



BUILDING A MILITARY TRANSPORT TRAIN

By Ed Smith

Well, here it is the end of July already. Not only am I running late on this article, but actually on this project. Most of my modeling time is consumed by the Wade's Train Town move. The good news is, with the help of a core group of members, we are making good progress at Newton. Hopefully, as you read this, all structures, over 250, should be re-wired with LEDs and re-installed. The track work should be completed, and the scenery started (pic 1). That said, the clock's ticking. The museum wants this presentable for the National Narrow Gauge Convention in early September, so we have a lot to accomplish.

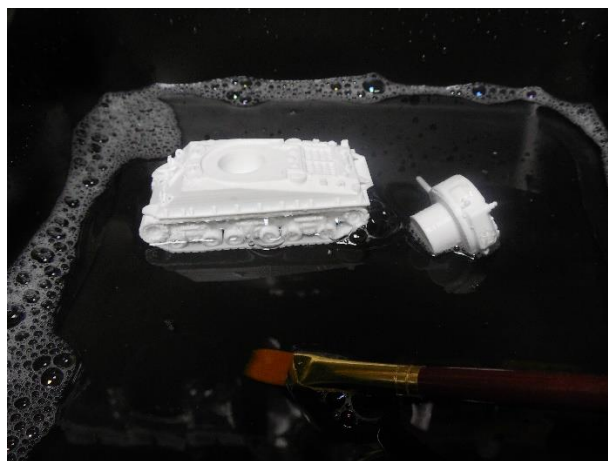


Pic 1: A view of Wade's from early July. Compare this to Gil's photos from the 31st on pages 4 & 5.

As far as my military train goes, prep work is well under way. First, the loads were addressed. The tanks are 3-D printed models and the trucks, guns, and other vehicles are from Roco. All these were purchased on Ebay, over the years. These are all replicas of the WWII European theatre. The tanks came in several pieces, white in color, like resin kits (pic 2). The Roco pieces were already Olive Drab in color. The prep work on the 3-D pieces was a little more labor-intensive than that of a resin kit. The reason being 3-D printing leaves a lot of string flashing that has to be cleaned off. After sanding these pieces, I washed them in water with a few drops of dishwashing detergent, to remove any production residue (pic 3). Next, I primed the tanks with an acrylic Olive Drab (pic 4). I then primed all the other pieces using the same Olive Drab (pic 5). After allowing these to dry overnight, I proceeded to weather each piece using a variety of items (pic 6). I used AK Interactive pigments, washes, and acrylics. They have a military line of products. Vallejo World War II, Allied Colors Acrylics were used for highlights. And Pan Pastels were used for rust and grime. Decals were applied before weathering. With the loads done, it was on to the rolling stock.



Pic 2: Raw 3-D printed tank kits.



Pic 3: Cleaning parts in detergent after sanding off the string flashing.



Pic 4: Priming the 3-D castings.



Pic 5: Priming all the others too.

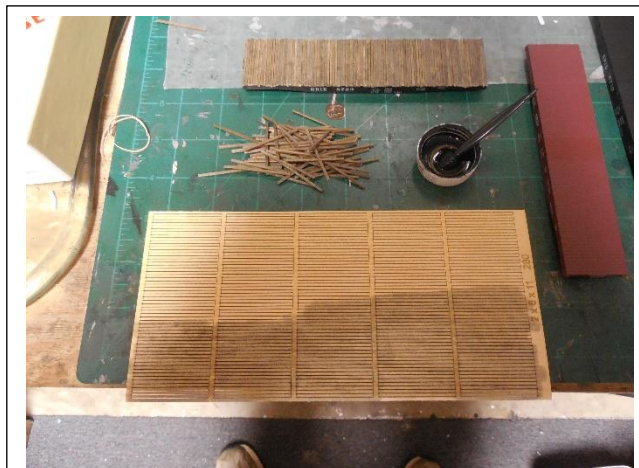


Pic 6: The collection of military equipment were all weathered.

The rolling stock is a mixed-bag collection from Red Caboose, Intermountain, Athearn, and Walthers, that I have collected over the years (pic 7). I probably will add several Funaro and Camerlingo kits to add Boxcars and a Caboose. The first thing I wanted to do was add new decking to the flat cars and Gondolas. This proved harder than planned. A wood shortage left me searching for scale 2" x 6" boards. My hobby shop was out and Northeast had a waiting period and sky-high prices. I bit the bullet and purchased laser cut 2" x 6" sheets on Ebay. They are produced by Crescent Locomotive Works. These came in sheets of 280 boards. I purchased



Pic 7: An assortment of flat cars and a gondola.



Pic 8: Staining laser cut 2x6 boards.

quite a few, because generally a flat car will take over 70 boards. I like the results, so I think it was worth it. After receiving the 2" x 6"s, I stained each card using a wash of India Ink and 90% alcohol. Two things: I used a high percentage alcohol and stained both sides to prevent warpage on these fragile laser-cut cards (pic 8).

I measured the width of each car and using my chopper, cut enough to do each. It's important to measure each car. A little long is alright; it can be sanded. But, too short, and you have expensive fire wood. Using clear Elmer's Glue, I applied the 2" x 6"s, board by board, and clamped the flooring (pic 9). Try not to apply too much glue to prevent it from squeezing out between the boards. After drying for a day, I went back and sanded and trimmed the long excess boards off (pic 10). Using different strengths of alcohol washes gives you a random board color (pic 11). The same process was used on the Gondolas (pic 12). I cut strips of styrene, painted them black and Boxcar red, and will use them as edging on the perimeter of Flat cars (pic 13).



Pic 9: Boards were clamped in position while glue dries.



Pic 10: After glue has dried, I sanded edges. This photo shows the various steps in progress.



Pic 11: Differing strength of stains gives a random color among individual boards.



Pic 12: The same approach was used to apply boards to the floors of the gondolas.

This is as far as I've gotten so far. I plan on detailing each piece of Rolling Stock. And wouldn't you know it, Tichy had a sale this month. So, I purchased Trucks, Brake Apparatuses, Grab Irons, Eye Bolts, Brake Wheels, and more to facilitate this detailing. I also plan on securing the loads in the appropriate WWII manner, using Chocks, Chains, Coffin Hoists, and Tarps. For references I'm using "Model Railroads Go to War", "America's Fighting Railroads", and "Building and Detailing Sherman Tanks" to get accurate data. Also, the Decking project can be found in "Model Railroader", June 2021. There's more to do. Stay tuned.

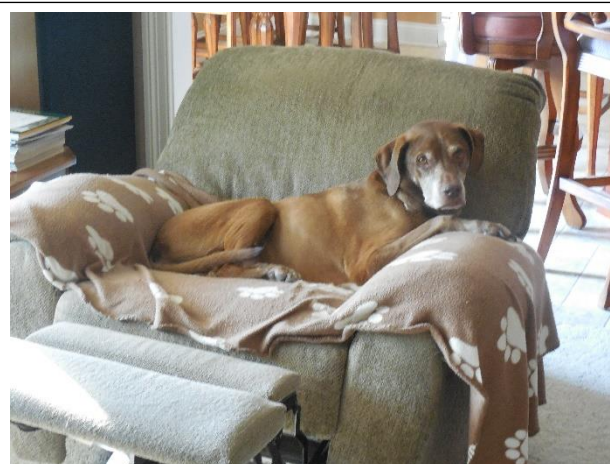


Pic 13: Using clamps to hold thin styrene strips for painting (and drying). These strips will be used as edging on the flat cars..

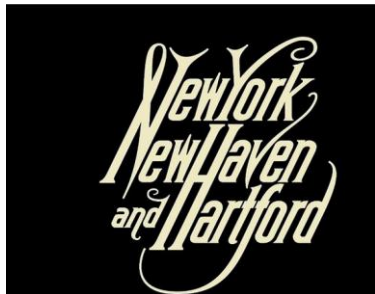
Oh, by the way, it's too hot for Elway to be leaving the air conditioning upstairs (pic 14).

Until next time,

ED.



Pic 14: Elway stayed upstairs during the heat, leaving me without a helper in the basement during this phase of my project.



New York New Haven & Hartford Scherzer Rolling Lift Bridges Project Continued

The Control House Build

By Keith Iritski

I'm modelling the NYNH&H Railroad's Old Colony Division, from South Station in Boston Mass, to Plymouth Mass in the fall of 1920. In my previous article I told about how I constructed the major parts of the lift bridge and operating structure. With two of the three spans constructed I needed to build the control house that sat on top of the center span. This structure was supported on a small metal tower that was erected on top of the operating structure. I had one elevation view of a drawing that appeared in an issue of Engineering News from March 13th 1900 that showed its placement and front window configuration, but not much else. No measurements, or detail, or explanation of construction. (Photo 1) I was able to decipher measurements by using dividers and luckily the scale rule included in the drawing. I also had one grainy photo that showed the bridge under construction with the control house seen from the end or side, as I'll refer to it in this article (Photo 2).

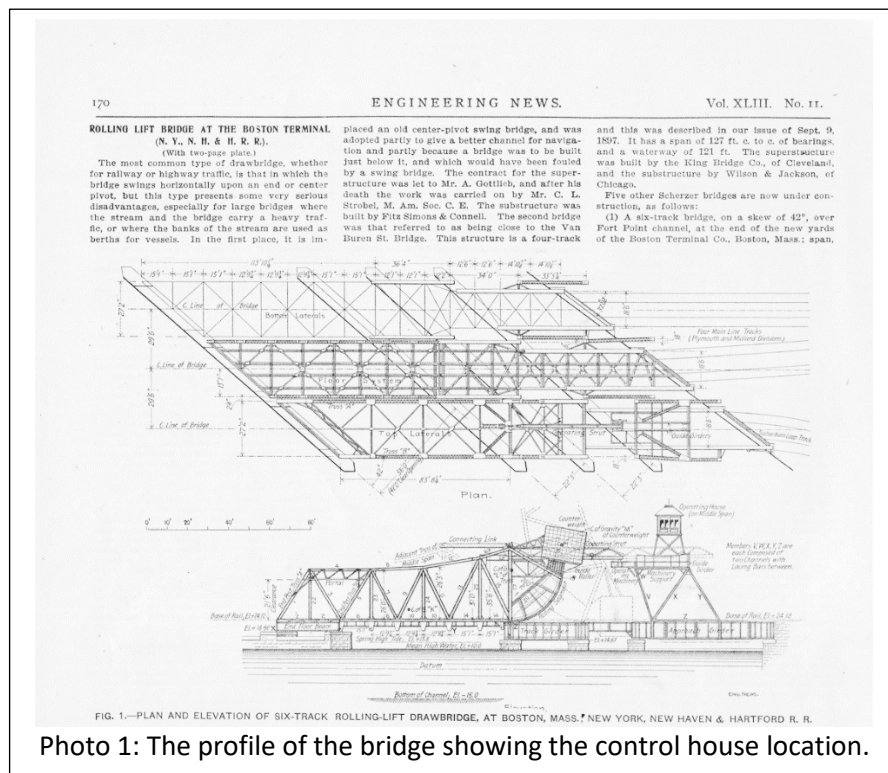


Photo 1: The profile of the bridge showing the control house location.

I made a drawing on graph paper to HO scale, of the angle iron superstructure and the house in front side and top views (Photo 3). I covered the drawing with wax paper and proceeded to lay out the 1/8th" styrene angles and support webbing with rivet plates cut from tichy rivet plates and rivet sheet. I glued up the front and rear sections, and to complete the superstructure I just had to make up the side webbing "X" that would join the front and back sections together. This turned out well with the addition of a top angle piece to form the side. Gluing the web pieces to the black rivet plates helps support them with positioning. Using 1-2-3 blocks helped keep everything square (Photo 4). The completed superstructure is on the next page. (Photo 5).

The control house construction was very vague. The drawing and photo didn't hint at any clapboard or any siding. It almost looked like masonry or stucco in the one drawing I had. But that didn't make sense to me. How would masonry built on the top of an operating bridge, with the constant rumbling of trains 24/7 hold up, and not develop cracks and weaken over time? I saw no evidence of wood siding but a sort of board on wood, almost like wainscot on the sides of the walls.

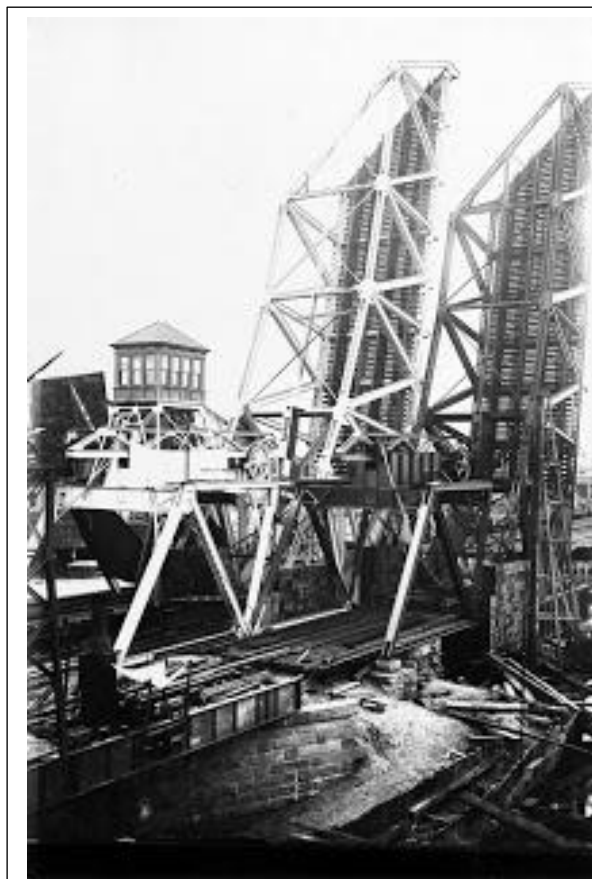


Photo 2: The control house (White) during construction of the bridges.

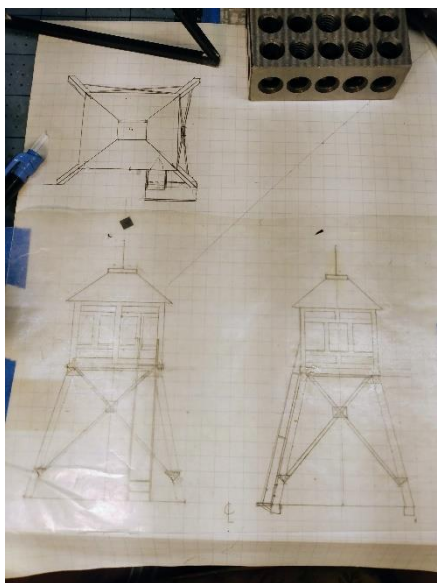


Photo 3: The scale drawing of the superstructure and house



Photo 4: Gluing up one side of the superstructure. 1-2-3 blocks help keep things square.

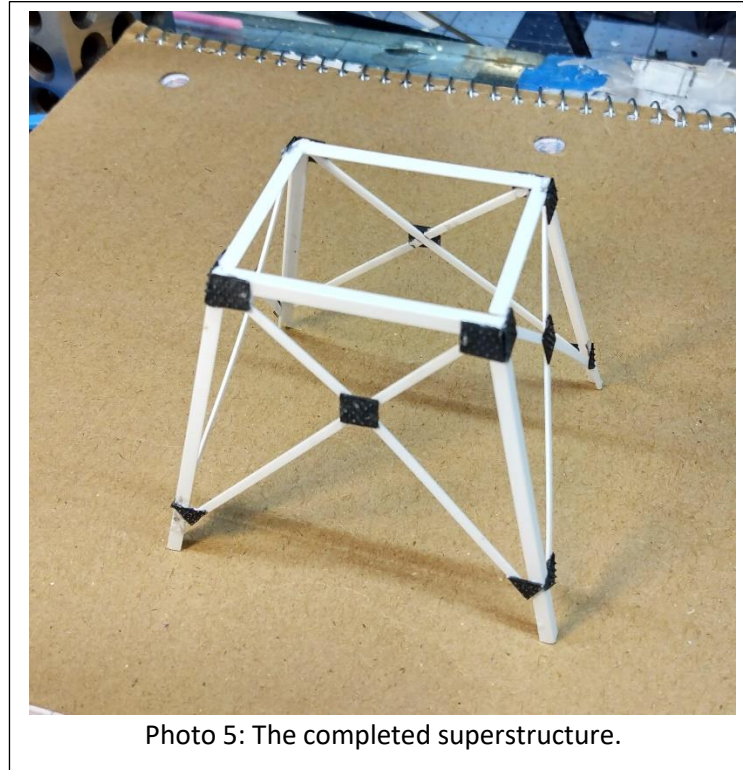


Photo 5: The completed superstructure.

The control house was lined on all sides with windows. There were 3 windows and one door on the "Front", the side that faces the viewer. Four windows were on the back and three were on each "Side", in line with the tracks. Before cutting any openings, I needed to have the windows on hand to measure. I have a pretty good assortment of windows and doors on hand, but nothing that would fit. Off to the Tichy website. I found some appropriate windows for 12/\$4.99. I needed 13 so I ordered two packs. After poking around and \$50 later I ordered the windows and a bunch of stuff that's "Nice to have".

Using calipers I marked out and cut the window openings with a new Xacto blade, leaving more holes than plastic in the walls. (Photo 6). One tip I saw AFTER I cut all the openings, is to cut all the horizontal cuts across, leaving the top and bottom pieces. Then use the appropriate size stock to make the vertical partitions framing the windows. This only works if you were to cover the walls with say, brick paper to cover all the cuts and repairs to the plastic.

Another tip I found regarding cutting window openings in styrene is to drill a small hole in the corners with a small drill bit. I used a #60 in an Archimedes drill. Now when you set up Your Metal straightedge, start your knife tip in one corner hole, and drag it along your cut line until it hits the other corner hole and stops. No missing the stopping point and marring the surface of the styrene. I used .040" styrene for the walls. (Photo 7) I then test fit all the windows and door (Photo 8).



Photo 6: Window openings cut into the .040" styrene walls. That's a lot of cutting.

This structure will be sitting high enough that the underside will be seen by someone bending down and peeking so I worried about how to finish the bottom. I spaced out, and installed styrene joists, and put in a floor above them. Looking back this was probably a waste of time and a strip of 2X8 scale styrene, as the floor joists were probably enclosed and insulated to keep the bridge operator from getting cold tootsies (Photo 9).

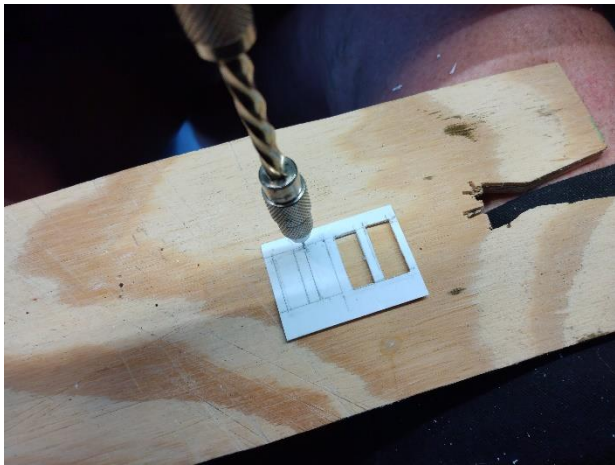


Photo 7: Drilling the corners before cutting makes for neat openings.

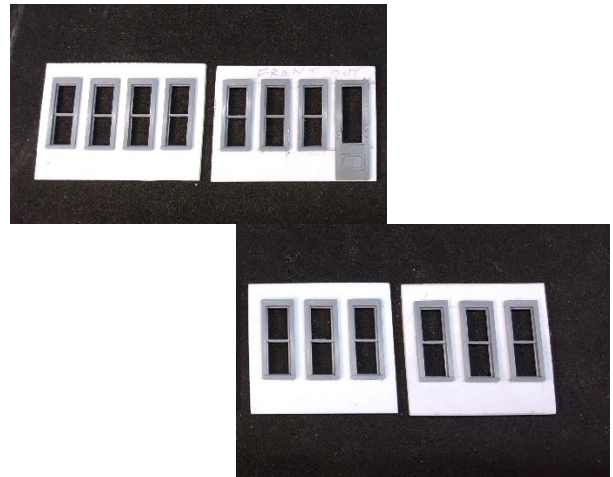


Photo 8: Test fitting all the windows and door.

The walls were trimmed along with the windows with scale 1X stock as it shows in the drawing and photo. It's a little hard to see in this photo, but it's there. (Photo 9 Caption: The house trimmed out.)

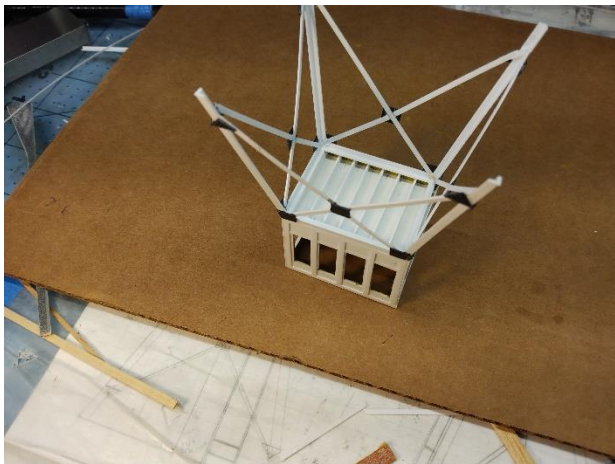


Photo 9: Needless floor joists.

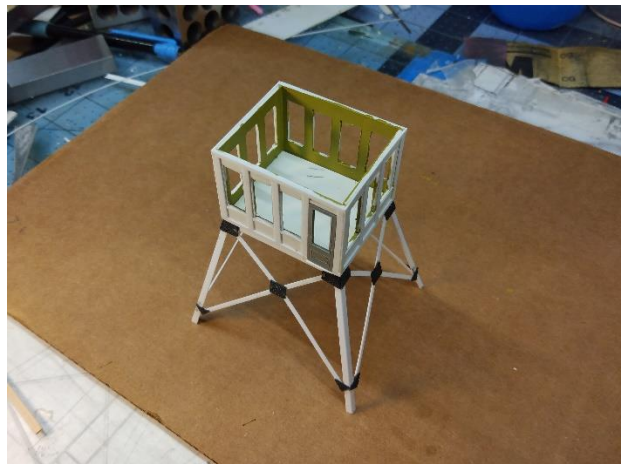


Photo 10: The house trimmed out.

Once my index finger recovered from all that cutting, the fun part (for me at least) was construction of the roof. My "light bulb" came on after reading a British Magazine about scratch building; *How To Build A Model Railway, Ultimate Guide To Making Buildings*. I found it at Barnes and Noble in Hickory in the periodicals section. They use a lot of card stock in their buildings, and apparently they spell words funny. I was inspired, and wanted to make the roof out of card stock. I got some stiff paper, and drew out the roof pieces from measurements I took from my drawing. I then cut them out. The roof as far as I could tell from the front view seemed to

have some weird ridge that I took as a low box type structure, and the side pieces of the roof came up to it in a hip roof fashion. The drawing wasn't clear on this, and the grainy photo from the end was no help. So it's open mic night at the Improv. When I taped the pieces of paper templates together it worked, first time. WOW, I couldn't believe it (Photo 11). I used the paper pieces as templates to cut out some card stock lined with horizontal marks for shingle alignment, and glued these together to form the roof. Once again I had no info on what the roof was ummm... Roofed with. Since it's 1920, and many steam locos are traveling directly under this building, I figured that my rolls of Campbell products wood shingles are right out. Boston has had some nasty history with fires, and most wooden roofing materials were banned anyway. Hmmm, what doesn't readily burn, apart from witches? I know; slate tiles. But I have none in stock, and the cost is... a cost, and never mind the shipping, and the wait, Oy. Since this building is about 1-1/2" X 1-3/4", I'll cut individual slate tiles. After referencing slate tiles on line, I settled on HO scale 12"X 12"; with overhang this looks about right. I cut 12" scale width strips out of some smooth card I had, about 1/64th" thick, and set up the NWSL Chopper to cut the strip into 12" long tiles. (Photo 12 Caption:



Photo 11: The paper template mock-up.



Photo 12: Slate tiles, well, actually paper squares.

Armed with tweezers and a dental pick, I set about to lay some tile. Starting at one lower corner, I cut one corner off the tile to match the angle of the hip roof, and was on my way. Using Tacky Glue I followed the guide lines and worked my way up to the top of the roof. I overlapped the previous course of tiles by about 3" and centered the tile over the joints of the previous course. Small triangle bits were needed here and there at the hip roof peak to insure coverage. The hip roof peaks will be covered by cap tiles (Photo 13).

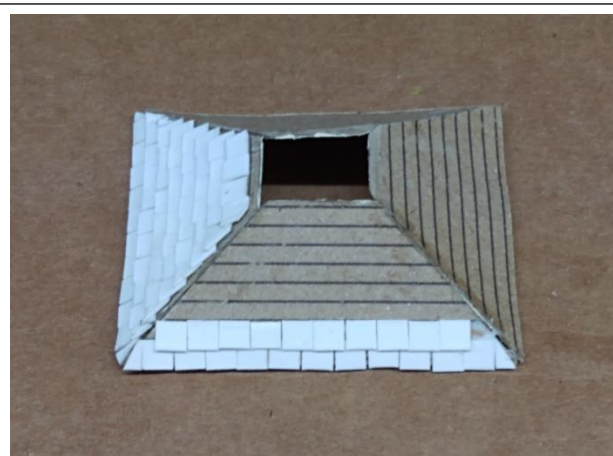


Photo 13: Laying some tile, Baby.

The cap slates were going to be a strip of the thin card folded slightly in the middle and etched to look like individual tiles. This just didn't look right, so I used individual ones. I made the "Box" top on the roof with Balsa shaped with sandpaper to have a slight pitch from the top down in the front and back. Here it is mounted, and one row of cap tiles on one hip roof peak (Photo 14).

I imagined the box on the top to be removable if equipment or items too large to fit through the door were needed to be craned in. I covered the balsa with masking tape "Tar paper" in 3' rolls (Photo 15).

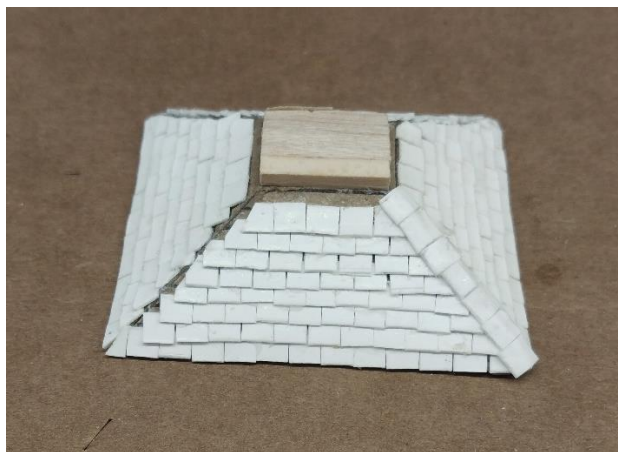


Photo 14: Capping the peaks and the top.



Photo 15: Tar paper roofing and the slate tiles completed.

Next came making the tiles look like slate. I painted the tiles with three different shades of grey and it looked pretty good. I weathered the tiles with grimy black and dingy grey weathering powders. And added a stovepipe and corresponding soot streaks. What really made the tiles pop was a little dry brushing with some off-white. Here is a comparison before and after weathering (Photos 16 and 17). Note that the building has yet to be painted.)



Photo 16: Painted roof before weathering.



Photo 17: After weathering and a stovepipe.

I added some interior details; a control panel for the operation of the three bridges, a desk, with chair, blackboard, 1920 telephone, green blotter, fountain pen, pot belly stove and coal box and trash can. Oh and Arthur (Ahther in Boston-speak), the operator seated in his chair. I scratchbuilt all the interior items except the operator. The wood stove was built out of bits of styrene and a Preiser beer keg (Photo 18). I added a small square of styrene for the door and a thin cut of 1/16th rod for the damper. The cooktop was a piece of thick sprue shaped with a dremel, and glued on top of the keg. A thin square of a door handle, four legs, a piece of sprue for the 6" dia stovepipe, paint, drybrush and done (Photo 19). Now to rehear that "chowdah" the operator's wife packed for him.)



Photo 18: The wood stove base and main body.



Photo 19: The completed stove.

Test fitting the control house on the center bridge span. One more bridge span will go in front of this one. (Photo 20). If you missed it, there's a photo of the three bridges in my first article about this project starting on page 7 in the [November 2020](#) edition of The Brass Pounder.

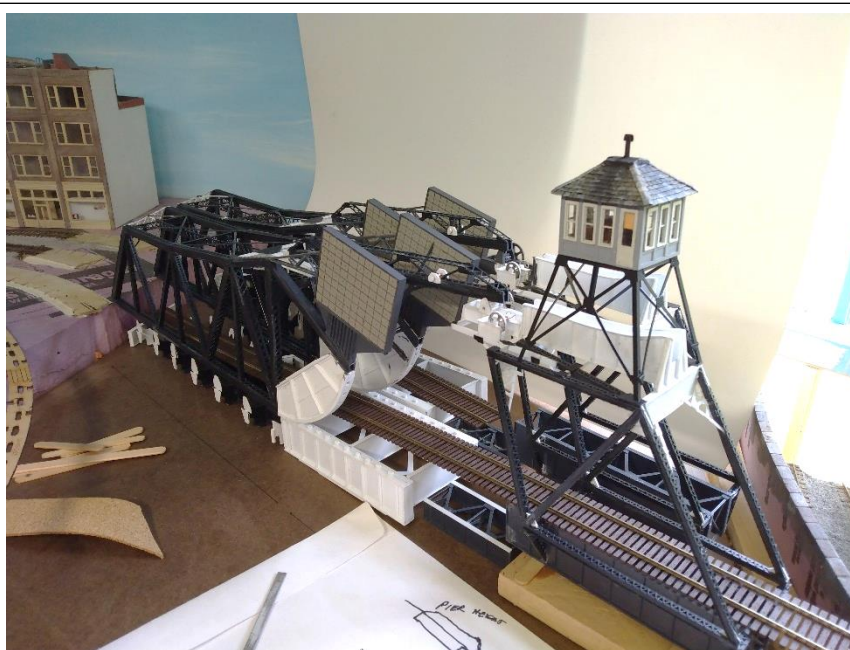


Photo 20: Test fitting the control house on the center of three spans.

Finishing up. I perched two pigeons on the roof after painting the little buggers. I also provided Arthur a way to get down when his shift is over, by installing a ladder from the deck girder bridge up to the top of the operating platform. I then installed a platform and railing with another ladder from this platform to the platform at the door. Some railings to assist in getting into the house were provided as well. I then heavily weathered the building with Doc Brown's weathering powders, mostly using Grimy Black, due to the dozens of steam locos passing directly under it every day. I would hate to be the window washer there. Ed Smith set me up with a LED to install, and I'm going to leave the roof removable to see the interior detail. (Photo 21 Caption: The interior. Desk, chair, operator, bridge controls, stove, coal bin, waste basket, chalkboard, phone, fountain pen, papers on wall and desk, all scratchbuilt except of the Operator.)



Photo 21: The interior. Desk, chair, operator, bridge controls, stove, coal bin, waste basket, chalkboard, phone, fountain pen, papers on wall and desk, all scratchbuilt except of the Operator.

The completed structure with exterior platforms, ladders, mounted on the center span operating platform. Now to light it and finish the third span of the bridge (Photo 22). Caption:

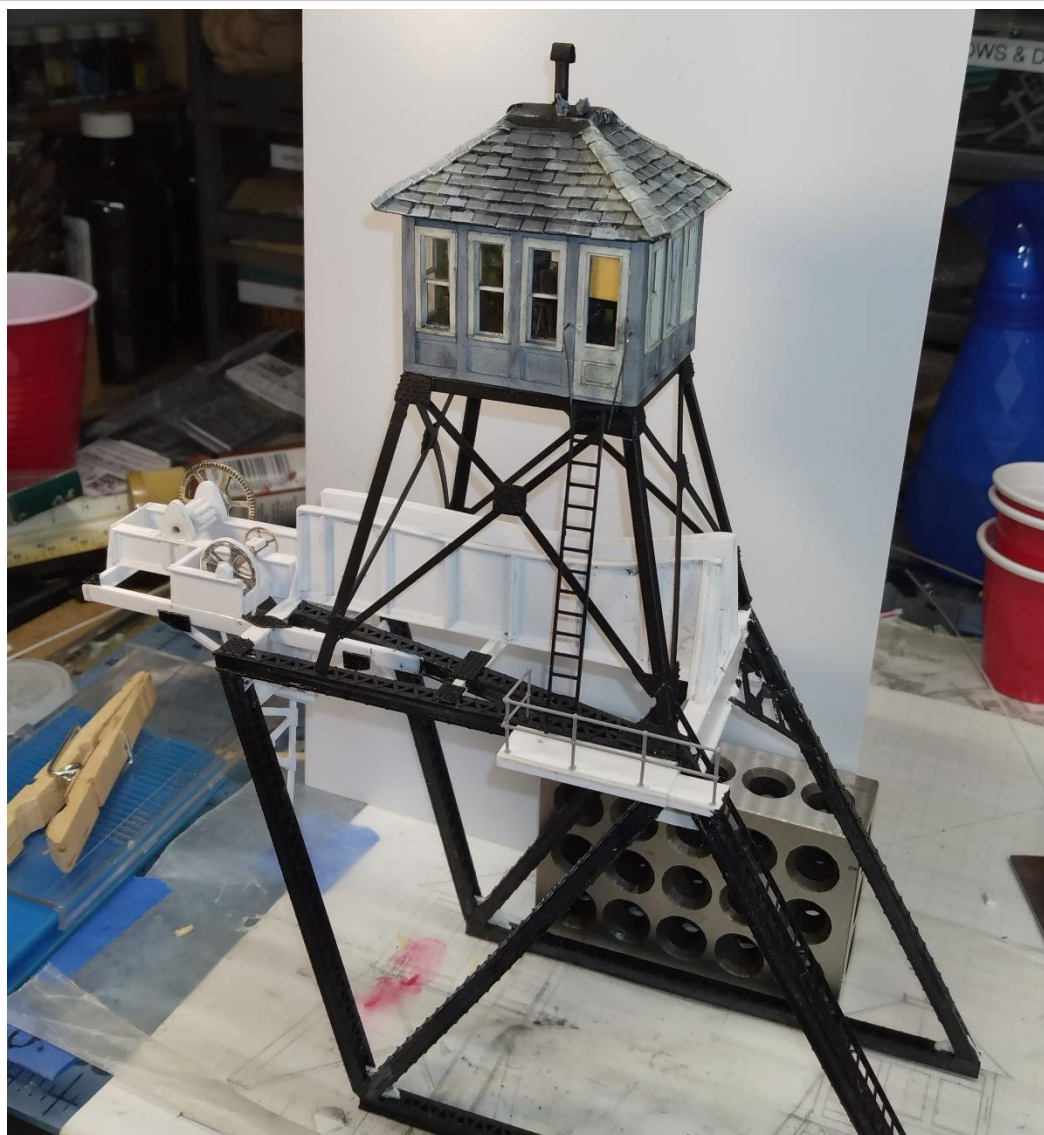


Photo 22: The completed operating house. Now to paint the rest of the bridge.

Oh, and here's some competition for Elway. It's Hamilton, The Wonder Pup (Photo 23).



Photo 23: Hamilton Barkbottom the 1st.

CLOSING PAGE BONUS



*A hot summer day's thunderstorm on the main line.
Photo from internet search.*

Division Brass

<u>Superintendent</u>	Alan Hardee	superintendent@carolinasouthern.org
<u>Asst. Superintendent</u>	Andrew Stitt	assistsuper@carolinasouthern.org
<u>Clerk</u>	Ed Gumphrey	clerk@carolinasouthern.org
<u>Paymaster</u>	David Thrans	Paymaster@carolinasouthern.org
<u>Director 2022</u>	Ed Smith	director1@carolinasouthern.org
<u>Director 2023</u>	Scott Perry	director2@carolinasouthern.org
<u>Director 2024</u>	Larry Paffrath	director3@carolinasouthern.org
<u>AP Chairman</u>	Neal Anderson, MMR	Apchair@carolinasouthern.org
<u>Webmaster</u>	Joe Skorch	Webmaster@carolinasouthern.org
<u>Newsletter Editor</u>	Ed Gumphrey	editor@carolinasouthern.org
<u>Program Chair</u>	Scott Perry	program@carolinasouthern.org
<u>RMU Chair</u>	Doug Algire	RMUchair@carolinasouthern.org
<u>Publicity Chair</u>	Marcus Neubacher	publicity@carolinasouthern.org
<u>Membership</u>	Nancy Campbell	membership@carolinasouthern.org