

# THE BRASS POUNDER

Newsletter of the Carolina Southern Div, Mid-Eastern Region, National Model Railroad Assoc.  
Volume 8 Number 2 May 2008

## *Next Division Meeting*

Date: June 14, 2008

Carolina Southern Division  
Special Event  
Great Smoky Mountain Railroad  
Private Car Train Excursion  
Dillsboro, NC  
(see article for more info)

June 25-29 National N Scale Convention  
Louisville, KY

June 28 5th Annual NC Rail Fair  
Metrolina Center  
Charlotte, NC

July 13-19 National NMRA Convention  
Anaheim, CA

July CS Division Meeting  
Martin Oakes' home  
Denver, NC

Sept CS Division RMU 3rd Semester  
and Annual Picnic

October 3 & 4 Autumn Rails 2008  
Bonclarken Center  
Flat Rock, NC

October 4 & 5 Great Train Show  
Cabarrus Center  
Concord, NC

October 16 - 19, Potomac Junction  
NMRA MER 2008 Convention  
Sheraton Reston Hotel  
Reston, VA

October 20 Hickory Train Show  
Hickory Metro Center  
Hickory, NC

## **Calendar of Events**

May 3 Erie Lackawanna Historical Society  
Southern Tier Spring Meet  
NC Transportation Museum  
Spencer, NC

May 3 SE Division of Train Collectors Show  
NC State Fairgrounds  
Raleigh, NC

May 10 Wade's Train Town Open House  
Brookford Town Center  
Brookford, NC

May 22-25 NMRA SER 2008 Convention  
Lake Junaluska, NC

June 14 Carolina Southern Division  
Special Event  
Great Smoky Mountain Railroad  
Private Car Train Excursion  
Dillsboro, NC  
(see article for more info)

### ***CSD Visit to Dan Crean's 16" Backyard Railroad***

By Steve August, Ass't Superintendent

The Carolina Southern Division of the NMRA recently visited Dan Crean's 16" backyard railroad.



Dan is a retired US Airways Mechanic. He currently has a backyard railroad which is approximately 1/3 scale.

The rails are about 16" apart and are all hand laid and ballasted with a shovel and wheelbarrow. Dan started his railroad some time ago and with the exception of the initial groundwork dug everything out by hand.



Although the day started out being very cloudy and overcast, to at times downpours of rain, with some help from a few who came to see the railroad, all had a great time.

Another interesting note about Dan's F Unit is that it used to be the train at the Lincoln Park Zoo in Chicago, Illinois.

Dan said that he came across the train, and switches one day, and was remarking that he rode a train as a child in Chicago. The gentlemen told him this was that train. Dan bought it on the spot.

Dan is working on moving the railroad and hopefully expanding in the new location. He already has 2 more locomotives undergoing restoration. He also has several more cars in need of restorations.

Dan also has an HO Scale DC layout that includes a scale model of his backyard train.

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### ***Achievement Program Report***

Dave Chance, AP Chair

The following awards have been earned so far in 2008:

1. Dick Bronson --- Golden Spike, January 24, 2008
2. Dick Bronson --- Association Volunteer AP, January 30, 2008.....his first! :-)
3. Jim Allen --- Master Builder Scenery AP March 11, 2008
4. Jack Monette --- Model RR Eng Civil AP, March 31, 2008
5. Steve August --- Chief Dispatcher AP March 31, 2008.....his first! :-)

We have several people currently working on other AP submissions.

Current projects include but are not limited to the following:

1. Dick Bronson is working on Electrical and Civil Engineering APs.
2. Jim Allen is working on Electrical Engineer and MB Locomotives APs.
3. Steve August is working on another AP, but I forget which one.
4. Jack Parker is working on his seventh AP, MB Cars.
5. Dave Chance is working, albeit slowly, MB Locomotives, MB Cars, Civil Engineer, and the New AP Procrastinator Certificate ;-)

At least five others are working on at least one AP project.

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***JUNE CS DIVISION MEETING  
JUNE 14th – FLAG DAY***



Departing Dillsboro (4 hours, 34 mile round trip)  
For a detailed schedule and information,

Travel from Dillsboro to Bryson City. This relaxing train trip travels through the historic Cowee Tunnel, crisscrosses the Tuckasegee River, passes through old railroad towns and scenic meadows on the way to Bryson City's historic depot for a 1 hour and 25 minute layover before returning. Ticket price includes admission to the Smoky Mountain Trains Museum in Bryson City. Enjoy the museum during your layover or return another day!

**THERE ARE 42 SEATS AVAILABLE.  
FIRST PREFERENCE TO CSDIV  
MEMBERS & SPOUSES  
MUST BE 21 YEARS OLD - NO  
EXCEPTIONS  
WE WILL HAVE A PRIVATE CLUB  
CAR.  
THE PRICE INCLUDES THE  
MUSEUM VISIT, TRAIN TRIP.  
EACH TICKET IS \$62.10  
FOR AN ADDITIONAL \$9 A BOX  
LUNCH IS AVAILABLE**

**BOX LUNCH INCLUDES  
CHOICE OF:**

**HAM, ROAST BEEF, or  
TURKEY  
DELI SANDWICH**

**CHIPS  
SOFT DRINK  
COOKIE**

**RESERVATIONS ARE REQUIRED**

PLEASE CONTACT STEVE AUGUST  
EMAIL - [steven@august.org](mailto:steven@august.org)  
TELEPHONE - 704-971-3377

RESERVATIONS ARE DUE ASAP -  
MONEY MUST BE RECEIVED BY MAY 15  
CHECKS MADE PAYABLE TO:  
NMRA - MER Div 12

**JUNE - CS DIVISION MEETING  
 JUNE 14th – FLAG DAY  
 RESERVATION FORM**

Name \_\_\_\_\_

# in Party \_\_\_\_\_ (\$62.10 each)

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone \_\_\_\_\_

E-mail \_\_\_\_\_

If more than 1 in your party (name):

\_\_\_\_\_.

Are you a member of the National Model  
 Railroaders Association? \_\_\_\_\_.

**PLEASE REMEMBER YOU MUST BE  
 21 YEARS OLD. WE WILL BE IN A  
 PRIVATE CLUB CAR. THERE ARE NO  
 EXCEPTIONS.**

Please make checks payable to:  
**NMRA - MER Div 12**

Send this form and check to:  
 Steve August  
 Asst. Superintendent - CS Division  
 6321 Royal Celadon Way  
 Charlotte, NC 28269

**IF YOU WANT THE BOX LUNCH - PLEASE  
 INDICATE YOUR CHOICE OF SANDWICH  
 AND ADD \$9 TO YOUR TOTAL.**

\_\_\_\_\_

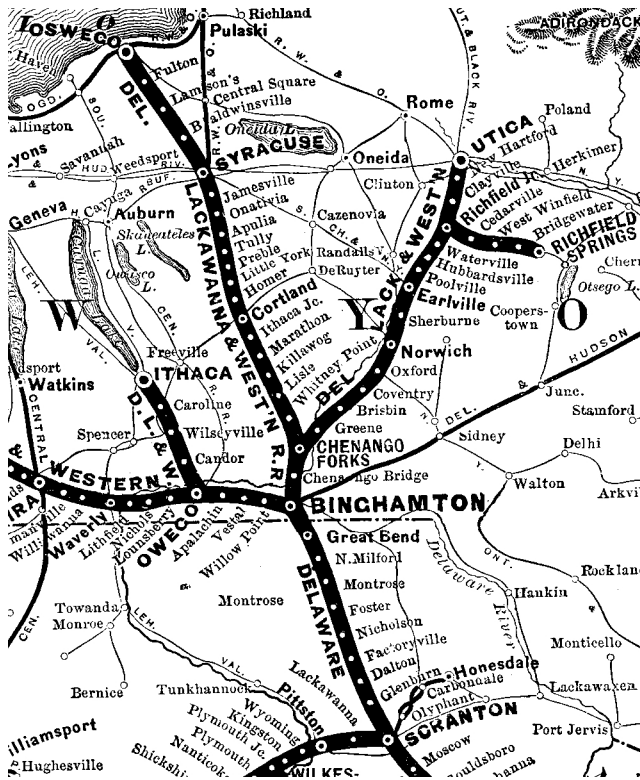
***Saga of a Spare Room Baron  
 Episode 3: Prototype***

Jack Haynes

As preparation work on the room proceeds (too slowly), this month I will discuss the prototype I intend to model. Features of the prototype chosen often drive decisions in the design of the layout. For example, the prototype influences the length of trains that will be run which then forces choices on the length of sidings and yard tracks. The era and industries modeled also determine the kind and size of equipment and motive power that will be run. With only a modest sized room available, there are limited straight runs along walls for sidings and yards, so a prototype with shorter trains would be preferred. Fortunately, I was familiar with an example of just such a prototype.

My home town of Syracuse has been an industrial center in Central New York since the Erie Canal came through in the 1820's. Industry naturally attracted railroads. The New York Central mainline passed through town going east-west. The West Shore also ran through east-west until it merged completely with the NYC. Modelling a class I four-track mainline in a small room is probably not practical. However, the other major railroad in town was a branch of the Delaware, Lackwanna, and Western that offered better possibilities. The DL&W mainline ran from Weehawken, New Jersey to Buffalo, New York. It crossed the Southern Tier of New York, near the Pennsylvania border, from Binghamton west until it curved to the northwest to reach Buffalo. At Binghamton, two branch lines headed northward. One went northeast to Utica. The other went directly north to Syracuse and continued on to Oswego, a port on Lake Ontario. I thought this line offered real possibilities. While just a branch, it was a very active one, with both local traffic and through traffic between Binghamton and the port at Oswego.

From the system map, it is clear that the branch provided a relatively short, direct route to the Great Lakes.



The line is about 120 miles long, 80 miles from Binghamton to Syracuse and 40 from Syracuse to Oswego. Historically those two sections began as independent railroads and continued to operate as almost separate divisions after merging with the Lackawanna. There was a major classification yard in the Binghamton area, first at Hallstead, about 10 miles south of town and later at East Binghamton. The branch joined the mainline near the station in downtown Binghamton and there was a small interchange yard there also.

From Binghamton to Syracuse, the line passes through a mostly rural area. Dairy farming was the major activity so, of course, there were numerous creameries and trackside milk stations. Many small towns had supporting businesses on the line, such as feed, coal, and oil dealers, farm

machinery, lumber, and hardware suppliers. One exception was the city of Cortland which had several heavier industries including truck manufacturing and wall paper companies.

It was a long, gradual uphill run following the Tioughnioga River, a tributary of the Susquehanna, from Binghamton to Tully, about 10 miles south of Syracuse. At that point, it crossed the divide between the Susquehanna river basin and the Lake Ontario watershed. There is a steep grade down to Syracuse. There was a small yard near downtown Syracuse and an engine servicing facility. There were numerous manufacturing, warehousing, and retail customers on the line in and around Syracuse. The biggest industrial customer on the whole branch was Solvay Process, on the west side of Syracuse, which manufactured soda ash from limestone and salt. Both raw materials are plentiful in the Syracuse area. The limestone was quarried in Jamesville, on the DL&W just south (and uphill) from Syracuse.

Continuing north, the area was again rural with a variety of agricultural products. The grade was a gradual downhill run most of the way to Oswego, with a steeper grade there for the last few miles down to the lake level. It roughly followed the west side of the Oswego River.

Oswego provided an outlet to the Great Lakes for all the commodities and products available on the Lackawanna system and brought in products from the Midwest and Canada.

The Lackawanna was an anthracite road, so hard coal was the major product shipped out. There was a large coal dock on the river until it burned down. It was replaced by a conveyor loader on a breakwater out into the lake that permitted larger ships. Various other raw materials and manufactured products were interchanged with ships bound to/from the Midwest, Canada and, through the St Lawrence River, international destinations. There was an interchange with the

“Hojack Line” that ran along the shore of Lake Ontario, but activity was low as it handled only traffic to nearby destinations along the lake shore and that line was controlled by the New York Central. The NYC also served Oswego on the east side of the river so it kept most of the Hojack traffic for itself.

Using a Great Lakes port as a prototype, one can reasonably design a layout that terminates in a stub yard representing Oswego. There would be no need to work in any off-layout rail connections since almost all traffic terminates here for loading to or from lake ships. The grade profile going south from Oswego has two steep grades with two fairly level stretches. This could be reasonably translated to a two level layout connected by a grade of some sort. There would be no need to provide for a second grade to return to the lower level. As a branch, the trains, both freight and passenger, would be relatively short. Only the thru coal drags and the stone trains might be longer.

The next step will be translating this prototype to a layout design that will be compatible with the space available and include the scenic and operational features I prefer.

***The Division Brass***

Superintendent.....	Rick Knight
Asst. Superintendent.....	Steve August
Clerk.....	Jack Haynes
Paymaster.....	Dick Bronson
Director 2008.....	Fred Miller
Director 2009.....	Jack Monette
Director 2010.....	Roy Becker
AP Chairman.....	Dave Chance
Webmaster.....	Gil Brauch
Newsletter Editor.....	Jack Haynes

***Division Website:***

[www.bytedesign.com/CSDiv/](http://www.bytedesign.com/CSDiv/)

***Submissions For Brass Pounder***

Next Issue	Submission Date
August	July 20, 2008

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

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