



THE BRASS POUNDER

Newsletter of the Carolina Southern Div, Mid-Eastern Region, National Model Railroad Assoc.
Volume 9 Number 2 April 2009

Next Division Meeting

Date: 20 June 2009 10 AM

We are going to have another make and take clinic where we will be building a small structure which can be used on any layout. This will be a clinic that requires advance reservations. The cost will be \$25. If a reservation is made and you do not show up, you still own the kit.

The location is still to be determined. The picture below is what the structure will look like. The scene details are not included in the kit, but can be purchased from your local hobby store. More details to follow.



Scene Details Not Included

Check web site for updated info:
www.carolinasouthern.org/timetable.htm

LAYOUT TOURS WANTED

By Joe Howard

The Division is looking for members that are willing to host a layout tour.

A layout tour has benefits for the host. The host gets the satisfaction of having other members see the work that has been put into the layout. It also allows the members to see the creativity that has been incorporated into the layout. It will generate comments and suggestions that the host can consider for future improvements to the layout. Of course the host knows IMDR (It's my dam railroad) and therefore is free to ignore all comments and suggestions that are not deemed helpful.

The members going on a layout tour get the benefit of new concepts. Personally, I find that the wide variety of yards and industry switching that are developed to handle unique spaces and situations to be very helpful as I look for ways to improve my own layout. Also, the tour provides ideas on scenery, operations, and rolling stock. Every layout has unique features that can be appreciated and often used to improve the general quality of layouts in the division.

These are just a few brief thoughts about the benefits of layout tours. What are the objectives to be achieved by having layout tours in connection with our Division meetings? The objectives are three fold. First tours allow the host to share the fruits of the hard work that went

into developing their layout. Second, viewing different layouts allows members to gather new ideas that can lead to improvements in their layouts. Third, the tours allows members to get to know each other and thereby have the opportunity to work together over time to improve their layouts and enhance the value of Division membership.

If you are willing to host a layout tour, please contact our Assistant Superintendent, Joe L. Howard, at 704 896 7903 or send an e-mail to jphow@ix.netcom.com.



Track Lighting on Your Layout

By Rick Knight

Any of you that have visited my layout know that I use track lighting – and recently I hit a roadblock. I needed more light, but the two dimmer circuits were maxed out at just under 1000 watts per circuit. There were a couple of obvious solutions.

The first was to install bigger capacity dimmers, but I was shocked to find that a 1500 watt dimmer would cost over \$100.00. “Plan B” was to crawl around in the attic and reconfigure the wiring to accommodate a third circuit, but that sounded about as much fun as walking on hot coals while chewing on incandescent light bulbs. So “Plan C” developed – replace some (or all) of the bulbs with compact fluorescents.

Good thing I already had a full head of grey hair. I looked for an entire evening all over the Internet and found a lot of sites that offered compact dimmable fluorescents. The prices ran \$8 to \$12 and up, per bulb. After stewing on it for a couple of days, I decided to look on eBay. Shazam! If you enter “compact dimmable fluorescent” in the search box you’ll find several sources. I looked at a seller - ‘Go Green Bulbs’ – and the prices were unbelievable.

My first thought was “I wonder if these bulbs are really hot” if you know what I mean. But I went back to the site several times over six weeks and found more and more offerings. I finally decided to try one purchase - a dozen 75 watt (draws 15 watts) bulbs for \$21.00 (with shipping included).

Several days later I had the bulbs and they have done everything I wanted them to do. (1)They throw the light (I don’t know about you, but I’ve bought several ‘standard’ compact fluorescent

bulbs that have promised “100 watts of light” only to be very disappointed – it was more like 50 watts.). (2) They draw less power, so my dimmers are a whole lot cooler. (3) They dim down to about 30%, which is just what I need. (4) I’m thrifty and the price per bulb was excellent. (5) As a side benefit, they do not get as hot as the standard bulbs, so the train room will require less air conditioning! Call me crazy, but I’m about to splurge - 14 100 watt bulbs (draws 23 watts) for \$23.00 ... and free shipping.

Superintendents Corner

By Steve August

Spring is in the air and as the seasons change and we all look forward to more adventures in Model Railroading. Recently, the Carolina Southern Division sponsored another episode of Railroad Model University. Some of you may ask what is Railroad Model University? RMU, as we like to call it is when we gather together as Model Railroaders and share our expertise in various clinics so that others may learn how we do something in Model Railroading.

RMU was held in February, at First Baptist Church in



downtown Charlotte. We had 43 people in attendance. The clinics included how to's on “Things to Consider for Your First Layout”, “Laying & Ballasting Track”, “Your Layout Built with Operations in Mind”, “Light, Sound and Animation” as well as classes in “How to Weather Your Rolling Stock”. There were many others offered also. There were so many classes but you just did not get to go to all of them.

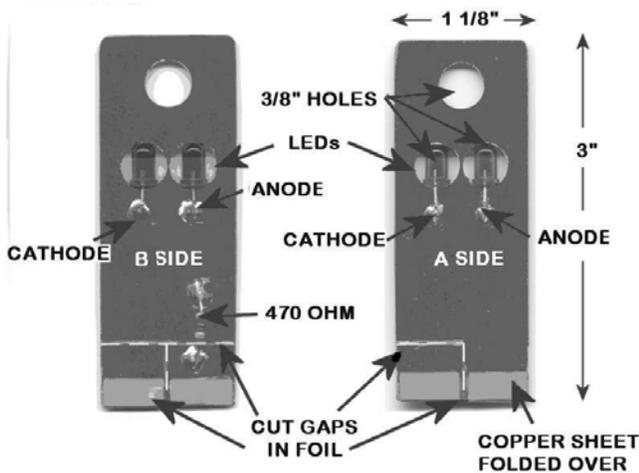




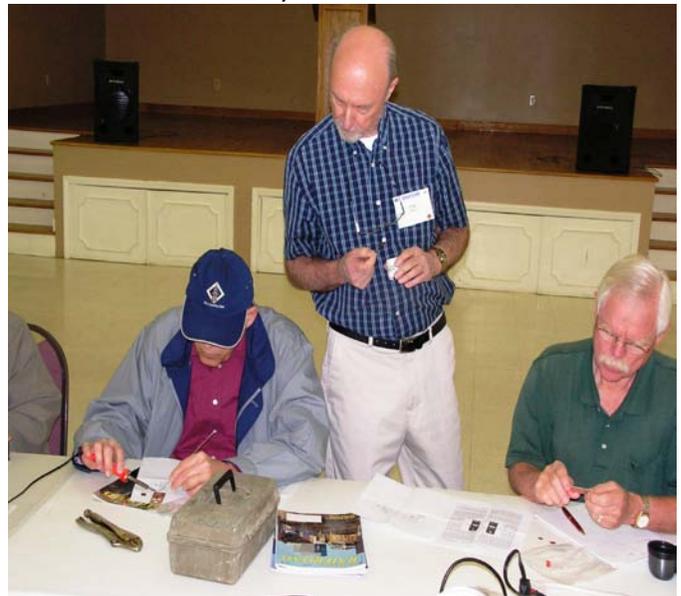
Jack Parker giving a weathering demonstration at Railroad Model University.

The feedback on RMU was very positive and I have received many emails and comments from a lot of new modelers who were in attendance at RMU. We even added 5 new NMRA members on the on-going Rail Pass program, which pays the membership for any new member for the first 6 months. This membership also includes 'Scale Rails Magazine'. Welcome aboard to the new members. A very special thanks goes out to Joe Howard and Roy Becker for organizing the event.

We have just completed our April meeting, and yes I realize that the newsletter is a little thin this month but sometimes things happen that we have no control over. On Saturday, we met at Cook's Memorial



Presbyterian Church to hold a *Make & Take* clinic given by Fred Miller, MMR. We will make a DC / DCC Track Voltage Tester. The track voltage tester is very useful on all types of railroads because it distinguishes between DC and DCC power and indicates the polarity of DC powered tracks. Unlike the "coin across the rails," the tester does not short out power packs or boosters or disturb decoder programming. It requires no batteries, power supply, or test leads and can be carried in a wallet or on a key ring. Even with all these features, it is simple, inexpensive, rugged, and easy to build and use. The tester makes a great first project for someone who has never built anything electrical or electronic. The only materials needed to build it



Fred Miller, Joe Howard, Alex Camp working with tester project.

are a piece of double-sided printed circuit board, a couple of LEDs, a dropping resistor, and some scrap bits of sheet nickel-silver, copper, or bronze. You will also need some basic tools to cut and shape the circuit board and a small soldering iron or gun to mount to parts on the board. After the clinic we

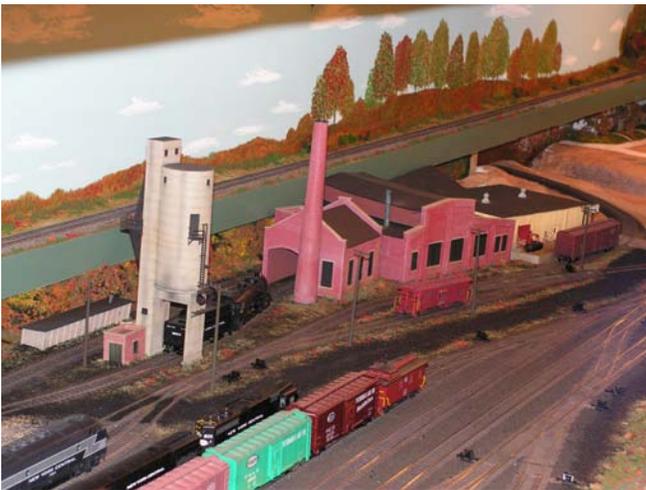
were all invited over to see Seth Gardner's NYCRR, Cleveland Division of the Piney Fork Branch Layout. Seth also received his Golden Spike Award.



Seth Gardner - Receives His Golden Spike Award



Piney Fork Branch



NYCRR, Cleveland Division of the Piney Fork Branch



Another Scene at Seth Gardner's Piney Fork Branch Layout

If you were not able to attend the clinic and would like to have a tester to make for yourself, please contact Steve August, Superintendent. The cost is \$5. Information on the next Carolina Southern Division Event will be coming soon. Please watch the website for more details.

Calendar of Events

- May 9, 2009 – National Train Day
<http://www.nationaltrainday.com/2009/>
- June 12-14, 2009 SER Regional Convention
Pensacola, FL
<http://www.trainweb.org/pmrc/Convention/home.htm>
- June 20, 2009 – Division Event 10 AM
Make & Take Clinic – Reservations
Required / Layout Tour
- June 27, 2009 - 6th Annual NC Rail Fair
Metrolina Expo Center,
Charlotte, NC
- July 5 - 11, 2009 - NMRA National Convention
Hartford, CT <http://www.HN2009.org>
- August 1, 2009 – Picnic / Layout Tour / Division
Meeting – Martin Oakes
- September 2009 – Annual Covered Dish at
P & W Railroad Museum
- October 9 – 11, 2009 – Carolina Southern Division
Operating Session Weekend
- October 16 – 20, 2009 – Mid-Eastern Regional
Convention – Hagerstown, MD
- November 14, 2009 – Train Town Work Session
and Division Meeting

**PLEASE NOTE THAT ALL DATES AND TIMES ARE
SUBJECT TO CHANGE WITHOUT NOTICE. PLEASE
CHECK THE WEBSITE:
www.carolinasouthern.org FOR ANY LAST
MINUTE CHANGES.**

Dinner Train to take an Elegant Journey

By Mary Anderson – The Courier-Tribune

The romance of the rails never fades.

A trip on a train is even more romantic when it includes dinner and music in restored vintage dining cars and a leisurely ride through the peach orchards, vineyards and golf courses in southern Montgomery and Moore counties.

On Saturday, May 2, the Aberdeen Carolina & Western Railroad will take two restored dining cars, one from 1913 and a silver one from 1950, on a slow trip to Aberdeen and back. AC&W is also bringing along an open car where you can watch the sunset on the way and count the passing stars on the return trip from Aberdeen.

The route goes though the peach orchards and vineyards and right through the Pinehurst #2 golf course as it enters Aberdeen.

The trip will last three to four hours. Dinner by Two Fools in the Kitchen will be a formal dinner setting. Dress will be business casual. Seating is available for 107 passengers.

The cost, \$100 per person, is all tax deductible. It goes to the Town of Candors restoration project which will have the train depot as the centerpiece. The plan is to move and restore the depot as a community center and museum.

We call this the Sandhill’s Experience, said Jim King, a member of the Depot Restoration Committee. It will be a fun and elegant opportunity to scratch your railroad itch. The vintage cars are just beautiful and the atmosphere is elegant.

King, from Asheboro, is a railroad buff and historian. He advises making your reservations early because seats sold quickly for the first dinner train two years ago and quite a few people were disappointed. People were celebrating birthdays and anniversaries on the ride.

The trip will be on the same railroad bed built 120 years ago by the Page family.

The railroad is the reason the towns of Candor, Biscoe and Star exist today. Candor was the first town in Montgomery County to have rail service in 1889 when the Page brothers of Aberdeen extended the iron rails from the west end of the line in Moore County, where the town that grew up around the terminal was named West End. The Aberdeen and West End Railroad was its name, but locally it was called Pages railroad.

Railroad employees and passengers stayed at the Candor Hotel and were treated to formal southern hospitality in Annie Lee Ewings restaurant with the white table cloths and china coffee cups. Passenger service was discontinued in 1934.

Candor was where peaches were picked and packed on the refrigerated cars that stopped in the orchards before heading to northeastern cities.

Within a few years, the railroad extended to Star and then to Asheboro. The train hauled lumber, pottery and peaches to connections going north. Seagrove had a thriving industry making railroad ties.

Peaches and the railroad are just some of the reasons restoring the Candor Depot is important to the town. King said the community has been very supportive of the restoration and the train

ride and, so far, has raised about \$15,000 toward the restoration.

The Aberdeen Carolina & Western has furnished the trains and cleared the tracks. Businesses, industries and individuals have contributed to defray the cost so that all of the money will go toward restoration.

The first depot, built at the corner of Railroad and Depot streets, was destroyed by a cyclone in 1920 and was rebuilt a little to the east, still on Depot Street.

To reserve seats on the train, call Tammy Kellis at Candor Town Hall at (910) 974-4221 or email townofcandor@embarqmail.com. Reservations will be confirmed as payment is received to ensure an accurate count.

IN MEMORY OF:

Steve Laws of Bessemer City passed away last month at Gaston Memorial Hospital.

His obituary in the local paper stated he was a Drag Racer and an avid Model railroader. A few of us may remember having a meeting at his house.

The layout he was working on shared a large building with his drag cars. He will be missed.

The Division Brass

Superintendent	Steve August
Asst. Superintendent	Joe Howard
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.CarolinaSouthern.org

Submissions For Brass Pounder

Next Issue	Submission Date
July 2009	June 15, 2009

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

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