

THE BRASS POUNDER



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

Volume 15 Number 2

May 2015

Coming Events

CSD Monthly Event
Saturday, June 20, 2015 -
9:30 am Hunter Acres
Baptist Church, 4520
Heman Drive, Charlotte
28269.

Andrew Stitt will conduct a clinic
on removable loads for open top
cars.

CSD Monthly Event
Saturday, July 18 - 10 am
Marcus Neubacher's house
in China Grove.

This is a layout tour event of
Marcus' Charleston, Roanoke, and
Eastern Division of the Norfolk
Southern in N Scale.

**Southeast Region, NMRA,
Regional Convention**
June 5-6, 2015 in
Greenville SC
Hosted by our neighbor: Palmetto
Division, SER
[http://www.palmetto-
excursion.org/](http://www.palmetto-excursion.org/)

**2015 NMRA National
Convention**
August 23 - August 30,
2015
Portland OR
<http://www.nmra2015portland.org/>

**Delaware Valley Turn
MER Convention**
Oct 22-25, 2015
Mt. Laurel, NJ
[http://mer-
nmra.com/MERConv.html](http://mer-nmra.com/MERConv.html)

**12th Carolina Rail Fair -
Train Show**
Saturday, June 20, 2015
Building 1, Metrolina Expo Center
Charlotte, NC

Superintendent's Corner

By Jack Haynes

It's been a busy spring for model railroading in the Division. We have two Train Shows down (Hickory and Greensboro) and one to go (Metrolina in June). The Division has had a clinic on power pickup techniques for lighting passenger cars, and a visit to Fred Miller's latest masterpiece (in traction, of course).

Last Saturday, we had a clinic and practice operating session using the Time Table and Train Order scheme on Seth Gartner's layout. That last will be the subject of an article in a future BP. For now, I will just say it was thoroughly enjoyable and educational for all who attended. I am grateful to Seth both personally and on behalf of the Division for spending the time and opening his layout for our benefit.

If you like conventions, it's time to act. The SER convention is in Greenville, SC June 5 & 6 with layout visits and op sessions both the day before and after. Also, it's not too soon to plan for the MER convention October 22-25 in Mount Laurel NJ, just across the river from Philadelphia. With the NER close by, the hotel could fill up fast.

I commend our Program Chair, Andrew Stitt, who has been busy filling up the schedule of Division events. Following on the three events mentioned above, he will be presenting a clinic on making open car loads in June. In July we will visit Marcus Neubacher's layout. Details are still being worked out for a multi-layout visit in August and what could be a very special tour for October. Keep an eye on the Division web site for developments.

Finally, on a sad note, we lost a well-liked Division member recently. Randy McLean passed away April 14. Randy was a member of Jack Parker's P&W and a frequent attendee at Division events. The Division and the P&W were represented by several members at the service and our presence was well received and appreciated by his family.

Editor's Notes
By Fred Miller, MMR

Hello from your new **Brass Pounder** editor. Actually I'm more of a reread than a new BP editor. Looking back at the Brass Pounder Archives (available on our web site) you will see my last "tour of duty" was about 10 years ago. And I was reminded that back in those good old days I was also the website guy, AP chair, a director and clerk. Although your current set of officers is doing a bang-up job at maintaining a high level of activities for the membership, we weren't so bad back 10 years ago.

Have a look at Rusty Doss' interview article about Jack Haynes, our Division Superintendent. Rusty continues his folksy informal way of documenting his interviews. We've also got some photo documentation of the recent Hickory Train show and last month's layout tour to my high-rise condo shelf layout.



Hickory Train Show
by Jack Haynes

The Division set up its updated display board and two of its Timesaver layouts at the Hickory Train Show on Saturday April 11.



CSD display tables ready for visitors

Blayne Olsen created a new top board that better identifies us and includes both the Division and NMRA logos. He also printed activity photos with better quality resolution. We have a couple more updates to make, but this is a great start.

For a change, we weren't the only display where someone could actually run a train. Another group had a test track set up for attendees to try out equipment they were looking to buy. We were still the only place where someone could actually run a train and do something meaningful. We had a steady business. Unfortunately, I couldn't get photos of people running trains, because I was helping them figure it out and couldn't be two places at once.

That day also happened to be our regular monthly Open House at Brookford which is only a few minutes away from the Train Show. We were able to direct several attendees to Brookford and had maps available to show the way.

There were two large modular layouts on display at the show. Central Carolina N Scalers had their NTRAK layout up and running. Western North Carolina Model Railroaders had their HO layout going.



Central Carolina N-Scalers layout

Attendance at the show was steady, but not large. There were plenty of dealers and a variety of things for sale.



*Western North Carolina Model Railroaders
HO scale layout*

We had the opportunity to chat with a number of attendees and explain who we are and what we do. Several signed up to receive our email updates. Hopefully, some additional information about us will move them to join.



Dealer table area

We will set up again at the Metrolina show in June. I encourage you to come by and spend some time staffing the display. It's way to get to meet some fellow modelers and talk about the Division and the hobby. It's also fun to watch people try to figure out switching the Timesaver.



Visit to Fred Miller's home Layout.

Last April 18th, a group of CSDiv members, spouses and friends made the trek to uptown Charlotte to visit Fred Miller's 25th floor Condo and his latest shelf layout – an



Jack Parker MMR gets an upclose view

HO scale railroad and trolley layout. Some of the old-time Charlotte residents also enjoyed the uptown view and reminisced about the old Southern Railroad and Piedmont Northern electric railroad locations. Fred demonstrated his JMRI



Tom Hoots and spouse study the details

automated railroad and trolley operations including trains running to and from a hidden staging area, interlaced with city trolley operations, while the Sun rose and set highlighting the numerous lighting effects... even a newly installed "thunder storm."

I trust all enjoyed the visit. Please accept an open invitation to all Division Members... just give a call (704-332-1753).



Fred demonstrates turnout controls



Meet the officers of the CSD

by Rusty Doss

Welcome back readers of the Brass Pounder to my series *Meet the Officers of the Carolina Southern Division*. In previous articles I introduced Larry Paffrath and Gil Brauch to the Brass Pounder readers. Next up will be Jack Haynes, the Division Superintendent.

First let me say this, I'm not sure that I want to retire when that time comes. Having spent time interviewing my last three interviewees, all of whom are retired, I have discovered they are way too busy for me!! Looked at from a different point of view, retirement is not as boring as I once thought it might be!

I was able to spend some time with Jack Haynes, who is currently serving as the Division Superintendent. I first met Jack when I started attending operating sessions at the P&W built by Jack Parker. He was quiet then and he still is today. But make no mistake; he has plenty of passion for model railroading and the Carolina Southern Division. Coming into the new year and on the heels of Railroad Model University, I was able to catch up with Jack at his home.

After greetings, Jack and I made our way to his train room. I mean, really, who doesn't want to look at trains, right? Jack mentioned that he doesn't have a formal name for his railroad, but it's based on the Delaware, Lackawanna and Western. Operationally it is modeled after the Central New York Branch, from Binghamton up to Oswego on Lake Ontario. Jack doesn't model specific scenes, but he has picked out some of the characteristic industries, the kind of traffic that went over that line. I asked Jack where he got his inspiration for modeling that railroad. Did he live in that area? Jack replied that the DL&W goes through Syracuse, the New York Central goes east and west and the Lackawanna goes north south. It was one of the two railroads that he saw most often.

Once we toured Jack's train room, we settled into some comfortable chairs and got right to the point. Jack, I said, you have a leg up on me, you have read every article in this series that I have written during your role as Editor of the Brass Pounder. I asked Jack when he became the Editor of the Brass Pounder? Jack replied that he took over in 2005 as Editor & Clerk after Fred Miller MMR, took on volunteer work at the Region level. I asked: "So you go through articles that people submit and you try to put out the Brass Pounder five or six times a year. Tell me about the Brass Pounder. It seems like it is an avenue for people like me to submit articles, while we try to obtain our Master Author Achievement. What's it been like, to be Editor for the last ten years? Talk about how you can help people like me get their Master Author Certificate?" Jack replied that he tries to be as liberal as possible in how people submit articles. He will take submitted articles in just about any format, but prefers electronic, because that is what format he has to get the article into, in order to print and distribute it. Jack continues and says "I will do a lot of the formatting work. People still have to write the text, it has to be their words. They have

to tell me what pictures to use, the captions, identify the people in the pictures and so on. And to some extent, guide me if necessary, where in the article to locate the photos, and then I take care of doing the formatting, getting it organized and some proof reading, basic editing. That is what an editor does." That is some insight into what an editor actually does no matter how large or small the publication. I'm thinking to myself, that anyone considering submitting an article needs to know that information.

Editors Note: All of these things are still valid for those considering submissions.

Moving on, I asked Jack: "what can't you publish?" Jack replied that he tries to filter out anything that is not productive to the hobby or well founded. Rumor and rants will not be published. But if someone has a substantial, substantive issue to discuss, even if I don't agree with it, as long as it is about the hobby or the organization, I'll publish it. So I clarify: so if someone writes about model railroading, prototypical railroading, an open house weekend, an ops session, an event that was held at Spencer (NCTM), a review of a train show, their trip to a convention, anything along those lines, they need to send that to you in what format? Jack replied: "any kind of electronic format. Micro- soft word, Notepad and Openoffice are all good formats to use. I asked: "what about pictures, what are the restrictions on pictures submitted to go with the articles? Jack replied that the photos need to illustrate something in the article and they need to take the photos themselves or have

permission from the owner of the photo to use it. Also in the text file they submit, mention "put photo #1 here, photo #2 here, etc.", and here is a caption to use with that photo. Resolution on photos for submission works best at around 800x600.

Moving on with the interview I asked Jack the one question that never fails to produce a smile, while recalling a good memory, Jack, what is that first memory for you of trains, that defined your relationship with this hobby, what was that moment for you? Jack replied that there was really two. "First of course, when I was a kid, I got a train set for Christmas. Got up, came out and there was a train running around the Christmas tree, an American Flyer Set. That



Jack handling the Dispatcher's desk at the P&W

got me going, doing it. I did a little more through high school, got a little into HO. After we were a bit settled, after college, I ran into a HO modular club in Syracuse, NY, and adopted a module that someone had abandoned and started hanging out with them and going to train shows and stuff and that really got me back into it. I asked if this was a club. Jack replied that it was part of the NRHS CNY Chapter (National Railway Historical Society, Central New York Chapter). I ask Jack if he is originally from New York. Jack laughs cheerfully and

replies that his family moved a lot when he was a kid, but finally settled in Syracuse. It was that first train set at Christmas and running into and meeting the guys at the modular group that solidified Jack's deep appreciation for the hobby, one that would last a life time. I can certainly understand that.

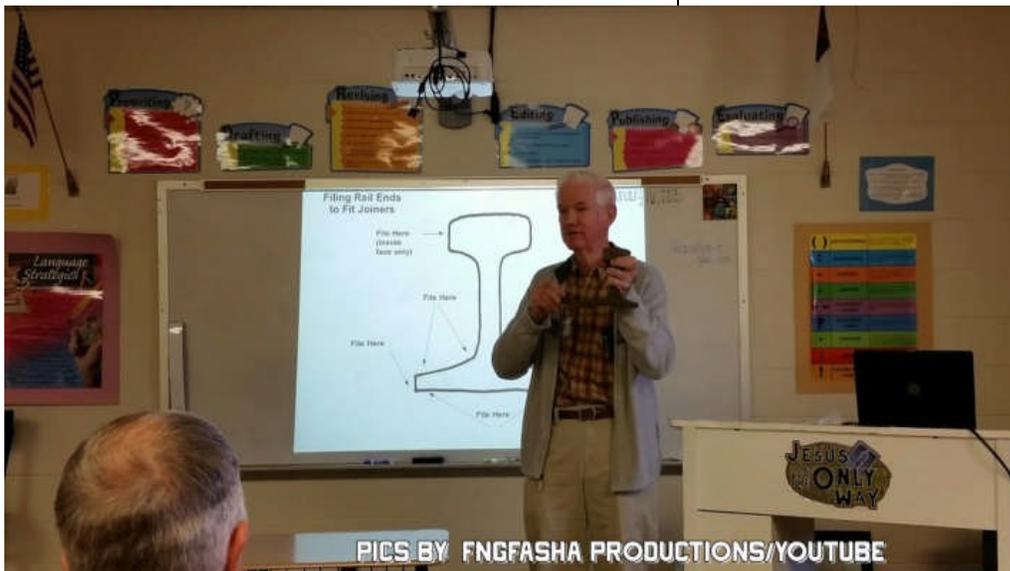
Being a native of North Carolina, I'm always interested in how many people have moved to my home state, and what brought them here. Now knowing that Jack had made his home in Syracuse, I wanted to find out how he ended up in Charlotte. I asked Jack what brought him to North Carolina. Jack replied that as he started looking toward retirement, the wife and I always figured that we would want to get out of Syracuse, the weather is not nice up there. We both get a good laugh on that. Jack continues and says "we looked at a lot of places, our daughter who was working in Michigan got

and better weather, I say to Jack: "Picking up your hobby here, once you got moved and settled in, how did you become a part of the Carolina Southern Division?" Jack replies that before we moved down, when I just came down to "visit", I stopped in a local hobby shop, got names of a couple of local people. Dick Bronson was one and actually the first one I called and spoke with. He got me connected with the NMRA, and invited me out to Jack Parker's to operate, and I was in! I comment that Jack Parker and his layout seem to have that effect on people.

So we move along and I ask Jack about his time with the Carolina Southern Division, "Jack which came first? The chicken or the egg? Did you become editor or a board director first? Jack laughs and then says that at one of the meetings, when Rick Knight was the Superintendent, Rick wanted to start sort of a help desk service,

so I volunteered to answer the phone or email on that. It wasn't very active, but then Fred Miller who was the Clerk and Editor, was taking on a Business Manager task for the Region, and they needed someone to take over for the Division and he asked me to do it. And so, I became the Editor and Clerk. So I then asked, how about becoming

Director? Was it one of those situations where "they say", you are going to be a director and you say "Okay"? Sort of being volunteered? We both get a good laugh. Jack then replies that for a while, there were no limits to how long people could serve in various positions.



PICS BY FNGFASHA PRODUCTIONS/YOUTUBE
Jack presenting at RMU 2015

a transfer to Charlotte and Marianne came down to help them get moved in and she didn't come back! Again we laugh. I came down to visit for a few weeks, ending up staying three months, through the winter, went back and sold the house! More laughs.

So now its 2003, we know that Jack has retired and move to Charlotte, for family

Division Brass

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After that bylaws were passed saying you could only serve two terms. So then my term was up as Clerk and I passed that along to Dave Drexler and then Morgan Feldon took over after a couple of years. I stayed on as Editor, that is an Appointed Position and you can do it forever! We laugh aloud at that!!! So then a couple years ago, a Director's position came open and they asked me. I then asked Jack, for him, what has been some of the challenges he has faced after becoming a board member with the Carolina Southern Division? Jack thinks about this before replying. Jack then says, trying to keep all the multiple activities of the Division going. We have a couple of major efforts, but then trying to get regular meetings, get people together, to stay acquainted and have things of interest to do, dealing with multiple interest of members. People like different parts of the hobby, different kinds of activities, you want to try to satisfy everybody

Moving on I ask another question that has never failed to produce a "qualified" answer in all my interviews, Jack I say, do you think this hobby is growing or waning? Jack paused while he considers his response, when he does reply, it is an answer like I have not heard before. Jack replies that he thinks it is difficult to tell because it is changing, and there are different aspects to it, as time goes on, so it is hard to tell if it is

growing or transforming. I have to think about that answer, as I said, it is an answer unlike I have heard. Jack continues and says some things that were popular before, are not as much now, but other things are taking their place. I asked Jack to give me an example. He said because things are more electronic, people do not have to get together as much to discuss things: emails, text, video conferences, online magazines, online discussion groups. Jack continues and mentions that he thinks modular layouts have become more of the base simply because people don't always have the space for big layouts. Jack is correct! Think about how electronic communication has helped this hobby. Google Earth will allow a model railroader to visit a piece of trackage anywhere in the country from the comfort of their home. Need to see the details on a AAR 40 ft boxcar? Get on the internet and search images for AAR 40 ft boxcar, your computer screen will be filled with more images than you have time to view. No more taking time and gas to run down to the tracks and wait for a train to pass, or sneaking into boundaries of a Yard to get a close up of a backshop for one you are scratch building, just go online. Need to discuss something as a club? Create a Yahoo Group and have at it. I then ask Jack what detriment, if any, he sees with the online meetings, the online discussion groups? Jack replies that he does not think they are detrimental, that he feels they are

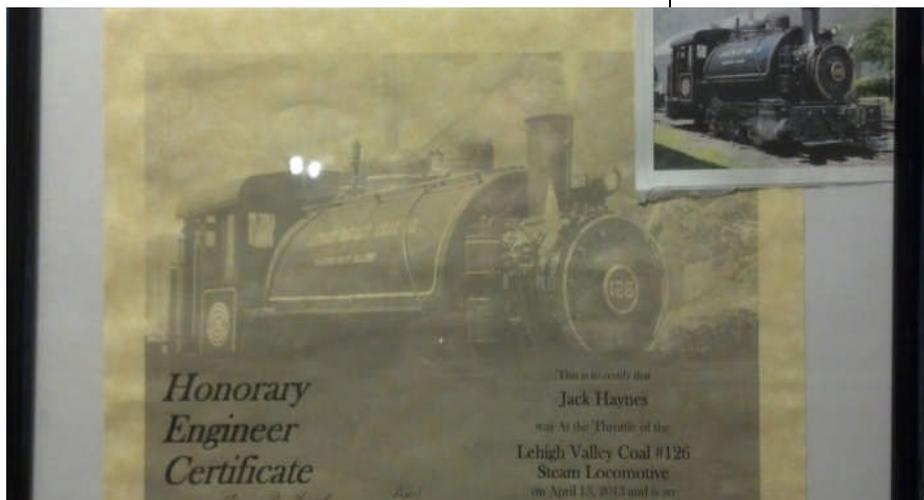
good for the hobby overall, but it does take away some of the personal contact, the face to face social interaction verses electronic social interaction. I ask Jack if he feels these electronic social interaction tools, will lead to more "lone wolf" type of hobbyist? Someone who has a layout in their basement, whom instead of going out and getting face to face with someone to have a conversation about getting something done or solving a problem, this person will use these electronic discussion groups, these types of online media, to solve their problems. Jack's reply is insightful: "If a person is using online media to interact with other modelers and the public, they're not really a lone wolf. There're out there, presenting what there're doing for the hobby, there're contributing to what other people are doing, they are not just sitting there in their basement." I have to agree, it may be less personal, but they are still interacting asking questions, sharing answers with the public. Jack suggests that those people that text all the time, back and forth, sending videos and putting stuff up on YouTube are not isolated. Again I have to agree. I say to Jack: now as a follow-up, let me ask you this, thinking back to my original question about the hobby growing or waning, considering what we just talked about, what are some suggestions you might have, to use this

type of media to grow the hobby, to expand the Carolina Southern Division, how could we use this as a tool to grow the CSD? Jack replies that he thinks it would be good if we went beyond having a website, to also having a Facebook page, to use as a way to communicate with the membership and to the public in the area. I think there is a lot of new social media that could be used to reach a different audience, as well as the one we have now. Whatever you have, you have to have someone to take it under their wing, give it some support by keeping it up to date, to present what the Division is doing.; that the Division is active and welcoming. I agree with Jack and think to myself, that time and participation are the biggest enemies here. Everyone has a busy lifestyle, it is hard to find time to fit additional roles and responsibilities into that time. But if you have the time, give Jack a call, I'm sure there is an area within the CSD that you benefit from your help. And believe me, you will learn something and have fun at the same time.

As our time together was nearing an end, I wanted to get two more questions asked, that in the past, have produced excellent answers and big smiles, I start by asking Jack this: "What is one major highlight for you, for the time you have spent in the hobby, that when you think back to it, you

recall a good time?" I continue and prompt Jack by adding "Was it that certificate I saw hanging on the wall of your train room?"

Jack Haynes' proudly displays his Honorary Engineer Certificate. Jack spent some time at the throttle of Lehigh Valley Coal #126 in April of 2013 and became a Honorary Engineer.



Jack's Honorary Engineer's Certificate

Jack smiles a big smile

and says "That was very enjoyable. That was a birthday present from my kids in 2013. My daughter saw that this program was available so she roped in the others and together they went to buy me a half hour at the throttle of the steam engine. You can't help but see the smile, the joy on Jack's face, of that day.

Jack mentioned that there was one other experience that helped to keep him in the hobby. With his time spent with the NRHS group in Syracuse, "We ran a train show up there every year and once a year we would travel up to Toronto to set up the modular at a big train show. Somebody gave the Chapter a large scale locomotive, something like an inch and a half, it was a locomotive that you ride on, and boxcars that you ride on and gondola cars that you could sit in. So we set up with prebuilt sections of track to make a loop at the train shows and give kids rides. That was fun spending the day, watching kids ride around a 50 feet wide and 75 foot long oval. It took up a major portion of the *Center for Progress* Fairgrounds Building in Syracuse, which is the State Fair location, for New York. Jack smiles while he says that was a very enjoyable day, a tiring, long day, but enjoyable. We both laugh!

Last but not least, a question that has become very popular in this series, I say to Jack: tell the readers something that they may not know about you? "Computers" is Jack's immediate answer. Really? What about them? Did you build them? Program them? Write code, what? Jack's reply was "Yes" we laugh some more and Jack continues and says "It was my career, my career with Niagara Mohawk Power Corporation. They were comparable with Duke Power here. They had territory all the way across central New York. A good part of my time was spent in the Engineering Department, supporting their specific applications and systems, semi-autonomous from the IT group for the

corporate. So we wound up getting to things a little early, in a lot of cases. We did mainframe programming work for the engineers, setting things up so they could use analysis programs easily without having to learn all the computer language. Then when PCs came along, we figured, "They're going to need them, so we better learn them first" and we had some of the earliest PCs. I jump in and ask what year was this? Jack replies around 1980, '85 and '90. Jack continues and says we put in Computer Aided Design Drafting (CADD). They had a very basic one that was underpowered. It couldn't do the job they needed it to do. In the late '80s we put in a more sophisticated CADD system that had distributed work stations and then they said "Oh by the way, we need a network in the building to run it." So we put in the first Ethernet in the company, within the Engineering Dept. After that I ended up getting into networks, and really spent the rest of my time there, supporting the computer networks and then going into the IT Department and supporting the whole Corporate Network. Being an electric utility, we had the advantage of the "right-of-ways" that run all around the state, for the electric lines and there was no impediment to putting fiber optic cables onto those right-of-ways and the wire towers, so we had our own state wide high speed broadband network, without the phone company.

What an interesting career. I think that is something that is going to really surprise some people and maybe not others. Jack Haynes is a likable, intelligent, easy going guy. I've enjoyed my time with him.

Division Website:
www.carolinasouthern.org



Achievement Program Update

By Dave Chance, CS Div. AP Chair

While we haven't won any kudos for numbers of awards, we have had steady progress. I don't think I have had anything in print since 2012, so I will list all awards from 2012 through today.

Awards earned in 2012:

1. Anthony Perkins – Golden Spike, February 7, 2012 (first award!)
2. Curtis Alan Hardee – Golden Spike, February 7, 2012 (first award!)
3. Doug Algire – Golden Spike, October 5, 2012 (first award!)
4. Anthony Perkins – Master Builder - Scenery, June, 2012 (first AP Certificate!)

Awards earned in 2013:

1. Timothy Rumph – Chief Dispatcher, February 1, 2013 (first award!)
2. Jack Parker – Master Builder, Cars, February 1, 2013
3. **Jack Parker – Master Model Railroader, February 1, 2013**

Awards earned in 2014:

1. Seth Gartner – Master Builder – Prototype Model, Nov, 2014 (First AP Certificate!)
2. Seth Gartner – Master Builder – Scenery, November, 2014
3. Seth Gartner – Model RR Engineer – Electrical, November, 2014
4. Seth Gartner – Model RR Engineer – Civil, November, 2014
5. John Shefte – Golden Spike, November, 2014 (first award!)

We have several members currently working on AP projects. If you are working on an AP project and not listed below, please let me know so I can add you to the list. Several members listed below have only the paper work to complete. I can help with paper work but I can't do it for you.

Current AP projects include but are not limited

to the following:

1. Dick Bronson -- Electrical Engineer and Civil Engineering.
2. Jim Allen – Author and MB Locomotives.
3. Dave Chance -- MB Cars, MB Structures, Civil Engineer, Author, and MB Locomotives.
4. Ed Locklin -- Electrical Engineer.
5. Michele Chance – Electrical Engineer, Civil Engineer, and MB Structures
6. Seth Gartner – Chief Dispatcher and Association Volunteer
7. Jim Thomas – Chief Dispatcher
8. Jerry Shepardson – Scenery and Electrical Engineering
9. Neal Anderson – Scenery, Association Volunteer, and Electrical Engineering
10. Dave Draxler – Electrical Engineer
11. Rusty Doss – Author

Later this year, September I think, I will give a clinic on AP Merit Award judging. We will talk about what the judges are looking for in a model. We will look at the official guidelines for judging. The clinic will include a model judging session by attendees. It will be fun!

Remember, I will be happy to help anyone who is working on an AP project, and anyone needing help getting started in the AP program. I will also be happy to come to your home to look at your layout for a Golden Spike, scenery, structures, etc. or to help with paperwork, etc. on an AP project. Let me know if you need help with your project, from understanding the requirements to assisting with the paper work. Send me an email or call me on the phone and we will schedule my visit.

loconut@carolina.rr.com 704-933-4200

Submissions For Brass Pounder

Next Issue	Submission Date
July 2015	June 24, 2015

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

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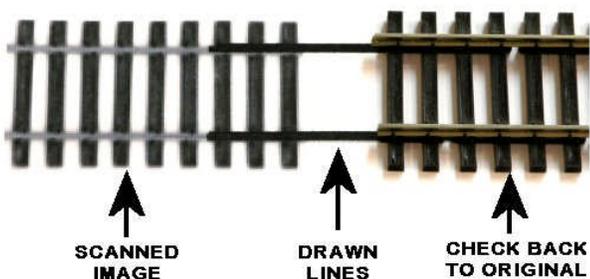


Custom Built Street Trackwork on one of Fred's Gotham City Trolley Modulest

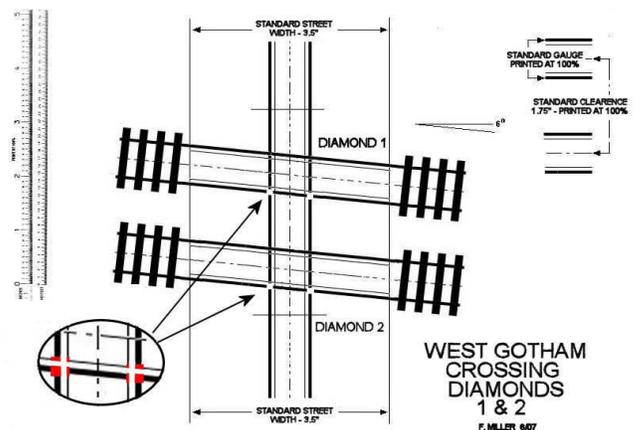
DESIGNING AND CONSTRUCTING CUSTOM TRACKWORK BY FRED MILLER, MMR

My modeling interest is in the world of HO trolleys. Unfortunately modeling HO traction means I have to build most of my trackwork from scratch. As a result I have developed a set of techniques that work for me and may be of interest to other modelers including those interested in building custom trackwork for traditional railroads.

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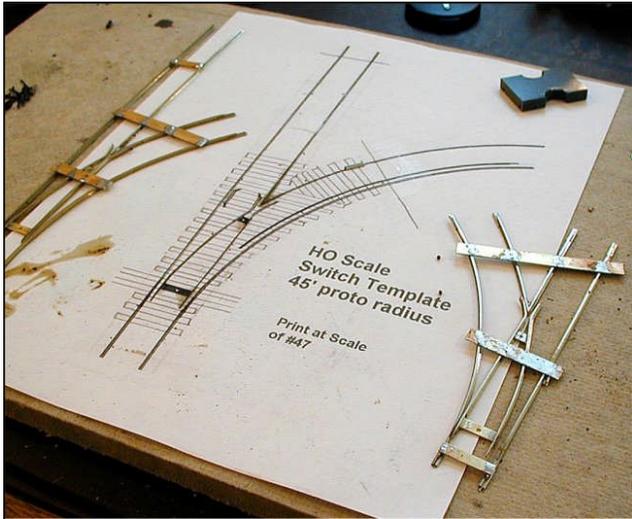


I have found that using an image scanner and a graphics-drawing program on my PC gives me a great set of tools to develop plans and templates for my custom trackwork. I use one of the earlier versions of Jasc's PaintShop Pro[®]. The key to developing a plan which can be used later as a



construction template, is to figure out the appropriate match between the drawing scale and the printed paper template. Scanning a piece of model track can make a good start at this match. For example put

a piece of flex track, or even a whole turnout, in a scanner and copy it into your drawing program. Draw some lines into this scanned image to represent rails and do some trial printouts, varying the print scale. Keep track of each test print until you find the scale that produces a printout that matches the actual flex track and then mark that scale in your drawing. You should save this drawing to use in future projects so you do not have to repeat this “scaling” step.



Constructing trackwork on Template

Now using the drawn track lines, create your custom track design. You can use the drawing program’s tools to rotate and

cut/copy/paste to build up the design starting just from those original drawn track lines. One of my custom track work designs is shown in the above illustration.

I use a printed copy of the design as a template for construction. I tape down the printed page to some Homosote and then start cutting and filing rail to size and shape. I spike the rail into position right over the printed template, soldering when appropriate. Use of a track gauge would be a good check on positioning. I use temporary soldered brass strips to hold the custom trackwork rails in position when moving the assembly to the layout.

This discussion did not go into the shaping of custom rail work such as points and frogs which has been covered in the modeling press. But it has instead focused on a way of developing the custom trackwork plan and a working template.

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www.carolinasouthern.org