



The Carolina Piedmont Herald

Newsletter of the Carolina Piedmont Division, MER, NMRA

September 2011

Next Division Meeting

Tuesday, September 27, 2011

Cary Senior Center
Fred G. Bond Metro Park
120 Maury O'Dell Place
Cary, NC

6:30 PM – Board of Directors Meeting
7:00 PM – Membership Meeting

Popular Vote Contest

**Sponsored by Kim Parker of Train Buddy
Hobby Shop**

September contest – Bridges

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Region of the NMRA

The Carolina Piedmont Herald is published monthly by the Carolina Piedmont Division, Mid-Eastern Region of the National Model Railroad Association. **Submissions:** Please send news items, inquiries and comments to the Editor of the Herald by the 15th of the month:

Jack Dziadul, Clerk and Editor
dziadul@windstream.net
919-721-8757

The opinions expressed in this newsletter are those of the author of each article or the Editor of the Carolina Piedmont Herald and do not necessarily reflect the official position of the Carolina Piedmont Division.

Welcome New Members

David Lemley	Sanford, NC
John Sokash	Cary, NC

Membership Barometer

Total Division Membership	125
Yahoo Group Members	93
Attendance 8/23/11	32

September Program

Bridges Over Troubled Layouts
Dan Fisher

Financial Report

By **Jerry Mersch**, Assistant Paymaster

August 2011

Balance In Checking 7/31/11	\$6,902.01
<u>Income</u>	
Contribution	\$ 10.00
Total	\$ 10.00
<u>Expenses</u>	
August meeting refreshments	\$ 20.73
Raffle layout construction supplies	\$ 163.84
Total	-\$ 184.57
Balance In Checking 8/31/11	\$6,727.44

For Sale

Norfolk Southern 40' box cars HO scale.

The price is \$15 each and \$50 for a 4 car set to non-division members, \$12.50 each and \$40 for division members. There are about 70 left.



Board of Directors

Superintendent

Grif Bond, Wake Forest, 919-556-7066
grifbond@embarqmail.com

Assistant Superintendent

Jim Murphy, Cary, 919-460-7763

berkshireshort@yahoo.com

Division Clerk

Jack Dziadul, Sanford, 919-721-8757
dziadul@windstream.net

Division Paymaster

John Rudisill, Clayton, 919-934-7029
Jrudi123@aol.com

Director (term ending in January 2012)

John Wallis, Apex, 919-387-0325
wallisjm@att.net

Director (term ending in January 2013)

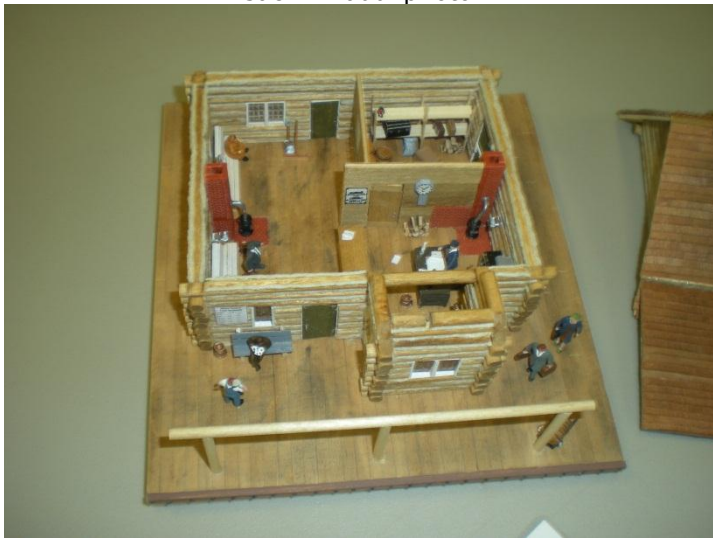
Vic Bitleris, Raleigh, 919-870-7558
vbitleris@nc.rr.com

Director (term ending in January 2014)

Rob Rousseau, Holly Springs, 919-368-0586
railroad@nc.rr.com

Gene Sing's August Contest Winner

Jack Dziadul photo



Bemis Station



- Have you registered for the convention yet?
- Do you have your room reservation at the Embassy Suites?
- Have you volunteered for a convention assignment? See **Steve Milley's message below.**

Hi All: We've been working to put together a volunteer schedule for the convention in October. I've posted the latest file on the Yahoo Group web site. Take a look through the file and the open spots. You can see the positions across the top of the matrix, and the times along the 4-day schedule. Blocks highlighted in YELLOW means that we need someone, those in GREEN already have a name.

If you volunteer, you don't have to volunteer for the entire block, we can take hour increments.

Another note, if you volunteer to help, you will get a cash credit reimbursement for the convention cost. John Janosko will coordinate those details.

Anyone interested in a specific spot, shoot me an email. rsmilley@yahoo.com

I'll have this matrix at the CPD13 Tuesday night meetings too.

Steve Milley

Coming Events

October 14-16, 2011
Saluda Rails Operations Weekend, Hickory, NC

October 27-30, 2011
Piedmont Crossing, MER Convention, Cary, NC

January 28-29, 2012
Amherst Train Show, West Springfield. MA

NMRA National Conventions
2012 7/29 - 8/4 Grand Rapids, MI
2013 7/14 - 7/20 Atlanta, GA
2014 7/13 - 7/20 Cleveland, OH
2015 8/23 - 8/30 Portland, OR
2016 Possible west coast cruise

MER Convention Host Calendar
2011 Div. 13 Carolina Piedmont, Cary, NC
2012 Tidewater
2013 Potomac / Chesapeake

Editor's note - Before traveling any distance to an event listed, it is recommended you verify the event is still scheduled by checking the event's web site or calling the local contact.

Piedmont Crossing Planning Meetings 2011

Saturday meetings are held at 10 AM. Dates and hosts are below.

October 1 **Stephen Wood**
October 15 **Gene Sing**
October 22

Convention October 27 to 30, 2011

Monthly Contests

September Bridges
October No contest (Convention work night)
November Tank Cars
December No contest (Yankee Swap gift exchange)

Program Topics

September Bridges Over Troubled Layouts
Dan Fisher
October Convention work night
November Track Cleaning - **Kim Parker**
December Yankee Swap Gift Exchange

Refreshment Hosts

September **Jim Babcock**
October **Don Hamrick**
November **Gary Holly**
December **Grif Bond**
January **your name goes here**

CPD Meeting Calendar

Tuesday night's monthly 2011
6:30 PM Board of Directors
7:00 PM General Meeting

September 27
October 25 November 8 December 13

Steve Milley received some of the raffle layout buildings from members.

Jack Dziadul photo



Dan Fisher's chemical company



Jerry Mersch's converted fire station and Jim Murphy's tire repair shop.



Mark Blaustein's factory building



Pete Slugg's freight cars are ready for action

Minutes August 23, 2011

Board of Directors Meeting

Present: **Grif Bond, Jim Murphy, Jack Dziadul, Jerry Mersch, Vic Bitleris, John Wallis.** The meeting convened at 6:30 PM.

1. Review of July Board minutes – One correction to note that Rob Rousseau was not present at the last Board meeting. **John Wallis** motioned for approval of the July minutes as corrected. **Vic Bitleris** second. Approved.
2. Paymaster report – The July financial report as written in The Herald was approved on motion of **John Wallis** with **Vic Bitleris** second. **Jerry Mersch** distributed a year to date budget to actual report.
3. Discussion of classified ads in The Herald was tabled.
4. **Grif Bond** confirmed that we reserved question of tables for the Neuse River Train Show in November at \$41.50 each plus \$25 for electricity.
5. **Jim Murphy** will confirm program presenters the remainder of the year and confirm the Senior Center November and December room reservations.

Meeting adjourned 6:42 PM.

August Business meeting

Superintendent **Grif Bond** convened the August business meeting at 7 PM with 32 members.

Grif Bond reviewed the actions taken at the Board of Directors meeting.

Achievement Program – **Vic Bitleris** reported that both **Grif Bond** and **Vic Bitleris** submitted the document requirements for the AP Volunteer certificate.

Piedmont Crossing – **Grif Bond** gave the following convention report:

- 76 registered so far
- 43 have registered for the banquet
- There are 1-2 slots still available for Bruce Faulkner’s operating session.
- Steve Benezra’s operating session is fully booked.
- We have met the hotel room night guarantee of 150 room nights.
- **Steve Milley** reviewed the volunteer sign-up status and additional slots were committed.

Steve Milley reviewed the raffle layout status. Members submitted completed work on structures and cars for placement on the layout. **Gene Sing** and **Joe Getz** have been assisting with construction.

Kim Parker volunteered to conduct the November clinic on Track Cleaning.

Refreshment volunteers – **Gary Holly** will cover November.

Jack Dziadul presented a program “Stations and Depots”.

Gene Sing won the contest for station structures.

On The Road Again Marshall, Texas

Photos by Jack Dziadul



Fun with Reefers

By **Vic Bitleris**



Earlier this year, around the middle of January, John Janosko, Barrie Husch and I went to Wilmington, NC to a train show. While it was a relatively small train show, it was truly more like a train flea market. There were a few vendors selling old used rolling stock. Many were in bad shape and could really be used for what I call a "Two Dollar Car Makeover". While J.J. was schmoozing with vendors to drum up table sales for our upcoming Convention and Train Show this fall, Barrie and I wandered around looking for any kind of deals we could find. There was a gentleman selling some Campbell structure kits at reasonable prices and Barrie purchased one. He also found a nice (old) Norfolk Southern boxcar, so that prompted me to dig into that pile of assorted cars, of all makes and models. I found an Ambroid CP 8 hatch reefer that had seen better days, but the important parts were all there and surprisingly, the paint on the body sides and ends was decent. I already had an Ambroid kit of that model that I had not built yet, so I purchased it and decided that I would try to refurbish my "flea market" find while building the untouched Ambroid kit. I think I paid about 3 or 4 dollars for the 8 hatch reefer and it came with sprung metal trucks. I did install new Kadee wheel sets.

I wish I had taken photos of the original condition of my tired and beat up 8 hatch reefer, but since I didn't I will try to describe the problems I found. As I said, the paint on the car sides and ends was really quite good, and the decals were in decent shape, but they had never been set properly, so the decal film was readily visible and the decal film was

clearly seen above the siding surface, it had not been slit and made to settle into siding grooves. There were numerous underframe cross members missing and or broken. There were a few of the special roof ribs missing and the reefer doors were incorrectly painted silver. But, other than those items, the parts were all there.

Since the Ambroid instructions and plans were not full size, I used a copier to enlarge the roof plan to full size. I know, I could have calculated the locations of the 8 roof hatches, but I felt it was easier and more accurate to get a full roof size plan showing the hatch locations. In order to properly repair the roof of the flea market car, I had to remove all roof details and while doing that, I also removed the side doors to facilitate removing the silver paint. Unfortunately, the roof itself did not want to come off easily, the remaining parts almost fell off because the original builder used Ambroid cement. The stubborn parts were easily removed with acetone. The same went for the underfloor. Many of the cross members were already loose and the acetone helped clean them up. I also used acetone to remove excess Ambroid cement. After removing all of the hatches as well as the existing roof ribs, I cleaned and sanded the roof until it was smooth and ready to accept the detail parts. I then soaked all of the metal hatches and roof ribs in lacquer thinner to remove all of the old paint. I attached the hatches per the enlarged roof plan using CA (super glue). I had a few missing roof ribs and fabricated new ones using styrene strips. It took about an hour or so to make up the new ones, not too bad. I then attached the roof ribs using CA. By the way, I was also doing this on my Ambroid kit at the same time, so, I was more or less in step with both cars. The underframe was fairly easy since it used standard strip wood sizes that I had on hand, so it was repaired just like new. By the way, I use yellow glue (aliphatic resin) for all my wood to wood gluing. While I had the doors off, I also added weight to the interior per the NMRA Recommended Practice.

So, now I had the car assembled and back together, except for the side doors. I

airbrushed my newly built kit Boxcar Red and did the reefer side doors at the same time. I also touched up a few areas on the car itself. After the paint dried, you could easily tell where I touched up with the new paint. I was not too concerned and figured after the paint and after setting the decals; the new coat of dull coat would fix this. I very carefully masked the sides making sure I covered the decals with paper, so the masking tape would not remove the decal film. This would be disastrous, I will explain about decals later. I then airbrushed the underframe black and the roof silver. I always use cheap auto primer prior to using any color paint. The result looked really good and when the roof and underframe were dry, I use Walthers Solvaset several times to get the decals to snuggle down into the siding grooves. I also used a very sharp single edge razor blade to carefully slit the decal film so it would settle in. I was very pleased with decals and then did a final touch up of Boxcar Red and black on the steps and ladders. After that dried, I used Testors Model Master low luster and when dry the car looked brand new. While not exactly the same color, due to age, the doors and touch up are plenty close enough. Also, when I eventually weather it, no one will be able to tell. I was very pleased with my \$4.00 flea market car and put it on the layout.



Now that my kit was finished and painted, it was ready for decals. I looked at the decals that came with the kit and the 40 year old, or so, decals did not look so good. They were a bit discolored due to mildew or whatever, but seemed to be ok. So, now I cut them up and

put them in water. When to my horror, the letters floated right off the film. Sheesh, the decal lettering was no longer stuck to the film. I supposed I could have used Micro Sol Micro Liquid Decal Film prior to soaking in water, but considering the discoloring, I think that would have been a wasted effort. So, now I started searching the web and found that TMR sells C-D-S dry transfer lettering and had some CP Refrigerator car lettering that was suitable. I ordered some for my newly built Ambroid kit and when they arrived, I took a deep breath and proceeded to apply them. I made only one mistake on a car end and got the numbers on too much of a slant. Since I had a bunch of leftover Champ numbers from other decals sets, I used those one number at a time and attached the numbers. You cannot even tell they aren't dry transfers. I will say that dry transfers are very very different when applying lettering than decals. They definitely take some getting used to, but in the end they do look very nice, there is no decal film to worry about. There was one thing I am slightly disappointed about the CDS lettering, and that is the road name lettering is somewhat larger than the Ambroid decals. The reporting marks appear to be the same size. So my newly built kit is explained as a "repaint".



So, when you stop by a "flea market" item at a train show next time, keep in mind what you can do with it. I am quite proud of both of my 8 hatch reefers running around on the layout.

My Week at the 2011 National Convention Part II The Photos

By Jim Babcock



Barb attends each of the conventions with Jim



Operating a Model Railroad Realistically

Stephen C. Wood

Part One of a Series

A few months ago, I completed all requirements to receive the NMRA AP certificate for Chief Dispatcher. This involved a considerable investment in time, and in the process, I learned many things, which I would like to share with readers.

The learning process included personal courtesies as well as information and skills in the areas of vocabulary, train control, paperwork, interface with other operators on the layout, and wide expansion of knowledge about the way prototype roads run. For me the days of simply watching locos and cars going around in ovals was pretty much over. I wanted to be a part of a total operation in which the skills of a dispatcher were essential to the correct operation on the layout.

About three years ago, I made contact with a Charlotte, NC, group, about two and a half hours drive south of where I live. These men and women ran the P&W Railroad. It is a massive layout, occupying space in two different but connected buildings. The group consists of 25-30 men and women. They have taught me everything I now know, and I am grateful to them for their patience and for their sharing.

The first learning area was that of courtesy. I quickly realized that I was indeed a guest in the home of another person. I was free to ask questions as necessary, without becoming a nuisance. Whatever the reader may think of the other layout, or plans or systems, good manners should help in refraining from complaints or criticism of any kind. There was usually something to eat and drink, out in the open for all to share. No one asked me to bring anything, but anything offered would be appreciated. On some of the layouts I have operated on one could drop coins or bills to help with the layout for refreshments into a

kitty. Perhaps it also covered some of the expense of heat, air conditioning, and the electric power associated with operating sessions lasting several hours. In other words, be prepared to share in the total responsibility of the group.

I have always used DC and now had to master the skills necessary for DCC operation. In the process, I admit banging into a few cars and locomotives, and was grateful for the understanding and patience of my teachers.

An important lesson learned very early in the process relates to speed. My friend and great teacher Jim informed me that on real railroads the yard switchers usually run between 5 and 15 miles per hour. In addition to attention to speed in the yards, it was also necessary to learn where the "yard limits" were for each yard. Such yard speeds and limits are very different from main line operation. On a main line a freight train which is primarily local may coast along 30-40 mph, a long distance freight may rev it up to 60 and a passenger train may move from anywhere from 60 to 100 mph. Of course, the modern foreign lines the bullet train runs much faster than this and on a few continuous rail lines in our own country passengers may move quite rapidly indeed. In any event, speeds of real railroads should be reflected, at the appropriate scale, on model layouts.

Real railroads also have names for thousands of places and things. Every industry, every siding, every station, every junction has a name. The P&W which closely follows the Clinchfield Railroad from Huntington, WV, to Charlotte, NC, has picked such names as Jackson Siding, Mount Holly, Ashford Yard, Town of Ashford, and the Little River breaker and mine facilities. Acting as a dispatcher demands that you know where to direct and control train movement.

Location also implies direction. On each map associated with the P&W, North is at the top of the page, East to the right, South to the bottom, and West to the left. These conventions conform to the usual conventions of map making in our part of the world.

This series will continue with an indication of inspections and adjustments, which are necessary to assure that the model layout conforms to the standards of the NMRA. They also help assure that the physical operation of the rolling stock will proceed in a manner, which is mechanically sound and satisfactory in every way.

NMRA InfoNet News

By **Gerry Leone**, MMR
NMRA Communications Director

The NMRA's been rather quiet lately, but we still have some September news:

- The Howell Day Museum is issuing a new release of its highly successful **Gorre and Daphetid bobber cabooses**. Two new bobbers, numbered 3 and 5, are available from Headquarters immediately. A single car is US\$19.95 + \$4 shipping and handling, and the set of two is US\$34.95 + \$4 shipping and handling. The new cars are available in HO scale only, and are ready to run. They feature operating magnetic knuckle couplers and free-rolling metal wheels. Watch for the ad running in *NMRA Magazine*. To order, call HQ at 423-892-2846.
- **Registrations for Grand Rails 2012**, next year's national convention in Grand Rapids, Mich., are taking off. Half of the available Furniture City Flyers Club memberships are already sold. Details about this club can be found on the convention's website at www.gr2012.org. In addition almost 90 clinic slots have been filled, with topics ranging from geared locomotives to timetable/train order operation. If one of your members is interested in presenting a clinic, have them fill out an application form on the website. They're especially looking forward to clinics covering prototype modeling and operations.

- One more convention note: there has been a change in the visitation procedure for Bruce and Janet Chubb's Sunset Valley Oregon System. The **SVOS will now be open a portion of every day** from Sunday, July 29, through Saturday August 4, for **self-guided tours**. Special commemorative tickets will be available each day exclusively for the SVOS, so attendees can choose to visit any time during any open day.
- And a repeat announcement: if your Region or Division gives **adult or family classes on model railroading**, Fred Bock, the NMRA's Education Department Assistant Manager, is looking for ideas. Whether your program runs as a one-day seminar or multi-week course, Fred would like to know what your program is about and is looking for lesson plans or other course material. Please email Fred at fbockLSRDiv6@aol.com. Use "Adult Education" as the subject of the email.

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You'll find those addresses at www.nmra.org or in NMRA Magazine.

Cowboy Museum, Oklahoma City

Jack Dziadul photo

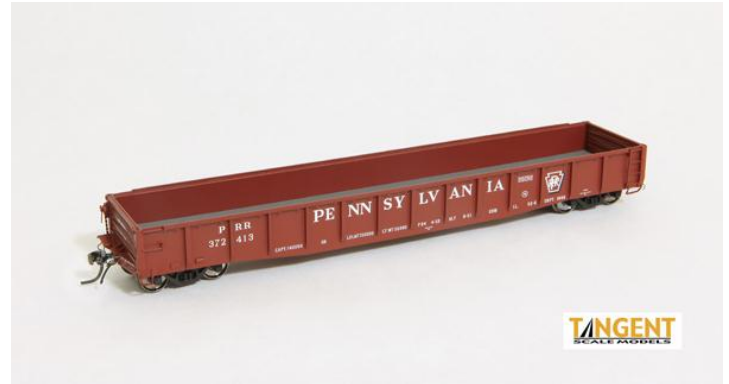


Piedmont Crossing Sponsors

By Jack Dziadul

We would like to acknowledge the following manufacturers for their support of the convention by providing products for our auction and clinics. The photographs are from the manufacturers or from their web sites.

Manufacturer	Description	Count
ExactRail	SO Depressed Center Flat	1
ExactRail	ATW Evans Box Car	1
Tangent	ACL covered hopper	1
Tangent	PRR gondola	1
Xuron	Railroader's Tool Kit	2
Bar Mills	Twin Utility Sheds	3
Bar Mills	Furlow Freight	3
Bar Mills	Miracle Chair Company	3
Bar Mills	Magee's Tire Repair	3





Stephen Wood has donated four Tichy kits.

- #7017 Milk Station
- #8135 Slate Roofing Shingles
- #4022 Boom Car
- #4011 Hand Car and Push Car

Stephen also donated a Bachmann steam locomotive. Item #11306 is NYC Niagara 4-8-4.

We have more items coming in so watch for an update in the next issue of The Herald. Please contact me at dziadul@windstream.net if you or someone you know would like to donate an unopened item for our white elephant sale, auction or raffle.

From The Business Car

By Grif Bond, Superintendent

Piedmont Crossing – Everything is “on track” for the 2011 MER convention in Cary. As of mid-September we have met our minimum room nights guarantee at the Embassy Suites. So far, 116 model railroaders have registered, 25 spouses/significant others and 3 children are coming. We have 66 attendees for the Saturday night banquet. Scott M. Saylor, President of the North Carolina Railroad Company, is the scheduled banquet speaker. The train show has vendor commitments for 50 tables so far. The convention committee continues to work on details to make Piedmont Crossing a successful and fun convention. If you have not signed up, please do! If you cannot make the full convention, we recently added a 1 day attendee rate (\$25). See the convention website www.mer2011.org for the latest details.

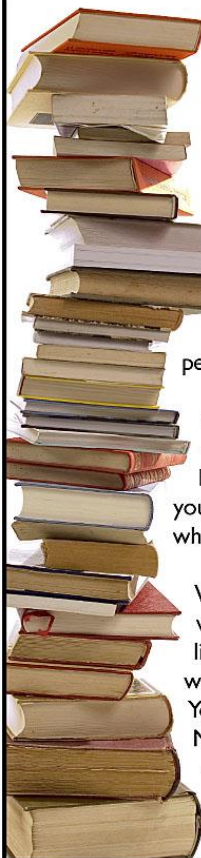
2012 meeting location – I recently sent an email via the CPD13 Yahoo Group’s distribution list indication that the new 2012 fee schedule for use of facilities at the Cary Senior Center has changed. The new fee schedule will make it cost prohibitive for the Division to continue to meet there. We have been paying a discounted non-profit rate of \$240 a year and we have provided 2 educational programs annually. The rate plan has been discontinued. The Board of Directors has begun exploring other monthly meeting locations in the greater Cary area. We’re exploring some initial leads. If you are aware of a potential, inexpensive meeting location that can accommodate us (30 - 35 members plus some tables) on Tuesday nights, please let me or any board member know.

Volunteers for Piedmont Crossing – The Piedmont Crossing 2011 convention committee is still working to fill slots on the MER convention volunteer schedule. We’ll have the schedule at the September Division business meeting so you can sign up. If you can’t make the meeting, contact Steve Milley to volunteer. We’re working to fill a number of convention volunteer slots to cover the company store,

train show, clinic rooms, registration, etc. Volunteers will receive a \$5 registration rebate for 4+ hours worked or a \$10 rebate for 8+ hours worked.

NRV train show volunteers – The Division will have 4 tables at the Neuse River Valley Train Show on November 5 and 6 at the N.C. State Fairgrounds. Volunteers will be need to staff the Division’s display and sell tickets for the “Holiday Trains for Kids” fundraiser (HO scale raffle layout). We’ll solicit volunteers at the upcoming Division meetings or you can contact any board member if you can volunteer. We’ll also need help with set-up and tear-down. November is national Model Railroading month, so let’s promote the hobby at the train show.

Come to the Cary Senior Center and join your fellow model railroaders this month on Tuesday, September 27th at the Division meeting. Remember to bring a model for the popular vote contest – bridges.

Check out 6,000 train books.

Or 100,000 train photos. Or 50,000 train magazines. In fact, there are a lot of things you should be checking out at the National Model Railroad Association’s Kalmbach Memorial Library. You’ll find everything from prototype railroad periodicals to vintage model kit instructions.

As an NMRA member, you have easy access to everything – it’s all just a phone call, letter, or email away. Our staff will even help you do research about virtually any train topic, whether it’s model or prototype.

Visit one of the world’s largest train libraries at www.nmra.org. You’ll find that the NMRA has a lot to offer modelers.

We make it even more fun.
www.nmra.org
 423-892-2846

Check it all out!