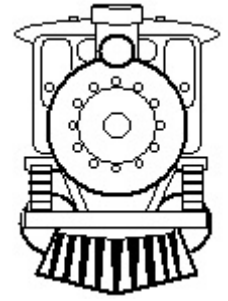


The Waybill



June - July '16

The Official Newsletter of the South Jersey S-Gaugers

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Editorial

(By Michael McConnell)

I had a lot of fun putting this issue of the Waybill together. With contributions by Wayne Schneyer, Joe Kimber, Greg Berndtson, Hank Worrell, and Ed Claypoole, I had plenty of material to work with. Many thanks for the contributions, and I hope everyone enjoy this months Waybill.

Something caught my eye this week while browsing around the Internet. IF anyone is interested in purchasing a 1:1 scale 2-10-4 steam locomotive - I found one for sale. The "Madame Queen" number 5000 was put up for sale by the town of Amarillo, TX. Personally, I'd have too much work cleaning up the basement to build a layout for it - so I'll have to pass. Maybe the club should put in a bid?

<http://www.foxnews.com/us/2016/07/26/texas-city-tries-to-sell-historic-108-foot-steam-locomotive.html>

https://en.wikipedia.org/wiki/Santa_Fe_5000

I would like to echo Hank Worrell's call for clinicians to put on demo's and presentations at the club meetings - I know the summer is a hard time to find time for modeling - but we can use the input.

I look forward to seeing everyone at the meeting!

Next club meetings:

Friday, August 5 at 7:30 pm

Friday, Sept 2 at 7:30 pm

South Jersey S-Gaugers - Club Officers

President	Vice-President	Secretary	Treasurer	Asst-Treasurer
Hank Worrell	Ken Palmer	Michael McConnell	Tom Burns	Jim Oliver

Newsletter Editor - [Michael McConnell](#) WebSite - www.trainweb.org/sjsjg

SJSG Minutes

June 3, 2016
Stratford Senior Center



The South Jersey S Gaugers convened at the Stratford Senior Center. The meeting was called to order by President Hank Worrell at 7:30pm.

Members Present (14)

Tom Burns, Ed Claypoole, Hal Farlow, Bob Foster Sr., Jon Mastin, M. McConnell, Geoffrey McDade, Jim Oliver, Ken Palmer, Steve Politowski, Ron Schon, Joe Sullivan, Pat Tentarelli, Hank Worrell.

Guests Present: None

Hank Worrell asked if members received and reviewed the May 2016 minutes. Hank then asked for a motion for their approval. **Ed Claypoole** made a motion to approve the minutes. **Bob Foster Sr.** seconded the motion. A vote to approve the motion passed.

Hospitality

No Report.

Treasurer

The Treasurer's Report was presented by Tom Burns. Hank requested approval of the report. A motion by **Hal Farlow** was seconded by **Geoffrey McDade** with all present voting in-favor. Motion was accepted.

Committee Reports

Layout Committee

Ken Palmer announced the layout would be setup in Mike Mason's garage in Oaklyn Sat Jun 4th. Ken asked for extra hands to help un-load the trailer into the garage. On the maintenance agenda will be setting up the accessory side of the layout for needed repairs and tuning. Color coding of the module carts and contents, as discussed at the last few meetings, will be done to help members during setup and tear-down at the shows.

Hal Farlow and **Steve Politowski** are looking into a light-weight floor-style jack for in the trailer in case of a flat. Eyeball measurements show we will only have 5 1/2" clearance if both tires on the same side go flat - and a floor jack would be the best solution in this case.

History

Ed Claypoole gave a talk about the Cumbres & Toltec Railroad, as well as presented pictures of the Durango & Silverton Narrow Gauge RR..

Trips

Ken Palmer will be making the trip to the 2016 NASG in Michigan on Aug 10-14.

Other

Hank reported he is waiting for a reply to his submission of our layout details for possible attendance at the 2017 NASG Convention in Maryland.

Play Trains

Hal Farlow is available any Monday night after 6:30p for an operating session. Give Hal a call and bring something to run!

Clinics

June 3 - Hank stepped forward to fil in this months clinic with a presentation of SHS and MTH flat cars.

Contact **Hank Worrell** at

██████████ if you or someone you know is interested in presenting a clinic on any aspect of the hobby. Clinics can also be used to discuss ideas or problems of a hobbyist nature.

Old Business

Hank Worrell had correction pages for the Member Directory listing. See Hank if you haven't got the updates.

Please submit any hobby-related articles or photos for the Waybill to **Michael McConnell**. Contact Michael at ██████████

New Business

Tom Burns announced that the West Deptford Library will be presenting a display of model trains for the months of Nov and Dec this year. If you are interested in loaning trains for the display, please see Tom for the required insurance and contract forms.

Hank noted that American Models will be producing Dome Cars for their line of Budd passenger cars.

Adjourn

Hank adjourned the meeting after a motion by **Joe Sullivan** that was seconded by **Ron Schon** at 8:25 PM.

Respectfully submitted,

██████████
Michael McConnell
Secretary



SJSG Minutes

July 8, 2016
Stratford Senior Center



The South Jersey S Gaugers con-
claved at the Stratford Senior Center.
The meeting was called to order by
President Hank Worrell at 7:30pm.

Members Present (16)

John Bigley, Ed Claypoole, Hal
Farlow, Ray Farrell, Bob Foster Sr.,
Frank Fusco, Michael McConnell,
Geoffrey McDade, Jim Oliver, Ken
Palmer, Steve Politowski, Wayne
Schneyer, Joe Sullivan, Pat Tentarelli,
Rick Wark, Hank Worrell.

Guests Present: None

Hank Worrell asked if members
received and reviewed the June 2016
minutes. A correction was required.
Hank then asked for a motion for
approval. **Frank Fusco** made a
motion to approve the minutes as
amended. **Hal Farlow** seconded the
motion. A vote to approve the motion
passed.

Hospitality No Report.

Treasurer

The Treasurer's Report was tabled for
this month. Tom Burns will report on
July and August next month.

Committee Reports

Layout Committee

Ken Palmer gave a shout out to
Wayne Schneyer for his excellent

work in repairing Joe Balcer's
animated Ice House. Ken reports the
ice house has been reinstalled on the
layout, and re-scenicking the area is
about half done.

A big thanks to **Wayne Schneyer** for
his efforts as the ice house is working
flawlessly. Wayne reports continued
progress with the sawmill to improve
it's operational reliability.

We are continuing to see how best to
integrate Legacy control and Flyer
Chief control into the control panel
and are awaiting a visit from our
Legacy guru **Rick Wark** to give us
some pointers

Research on options for a floor jack
for in the trailer resulted in a motion
by **Bob Foster Sr.** recommending the
club purchase a floor jack. **Hal
Farlow** seconded the motion. A vote
to approve the purchase passed, and
Geoffery McDade agreed to procure
the floor jack.

History

Ed Claypoole talked about the crash
of PRR's Nelly Bly, at the time the
fastest passenger train running in NJ.
[http://allaroundpennsauken.com/april-
marks-ninetieth-anniversary-of-nellie-
bly-wreck-in-pennsauken/#.V5VULK
RTFaQ](http://allaroundpennsauken.com/april-marks-ninetieth-anniversary-of-nellie-bly-wreck-in-pennsauken/#.V5VULKRTFaQ)

Trips - none

Play Trains

Hal Farlow is available any Monday
night after 6:30p for an operating
session. Give Hal a call and bring
something to run!

Clinics

July 8 - **Hank Worrell** displayed
several variety of freight cars.
Michael McConnell presented a new
'grey' smoke fluid from Anormal1.

Aug 5 - None

There was a request for a clinic on
airbrushing. Due to the restrictions of
our meeting hall, we would not be
able to setup a live demonstration at a
meeting. Perhaps someone would be
interested in talking about airbrushing
techniques and bring examples?

Old Business - None

New Business

Hank Worrell reported that he and
Hal Farlow talked to Dennis and Judi
(Radio hosts of the 10:00a to 2:00p
show at FM 101.5) at the LampPost
Dinner to plug the club's future
display's and shows.

Notices

B N B Hobby and Train Depot,
10 West Camden Ave., Moorestown,
is offering a 15% discount to SJSG
members. Show 'n Tell held every
Thu night 7:30p - 11:00p

The Toy Train Emporium at Coles
Ave., Cherry Hill is offering a 10%
discount to club members.

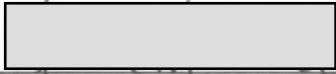
The Yankee Dabbler/Track 33,
101 W Kings Hwy, Bellmawr, NJ.

Alloway Trains N' Things,
157 Remsterville Rd, Alloway NJ.

Adjourn

Hank adjourned the meeting after a
motion by **Ed Claypoole** that was
seconded by **Joe Sullivan** at 8:15 PM.

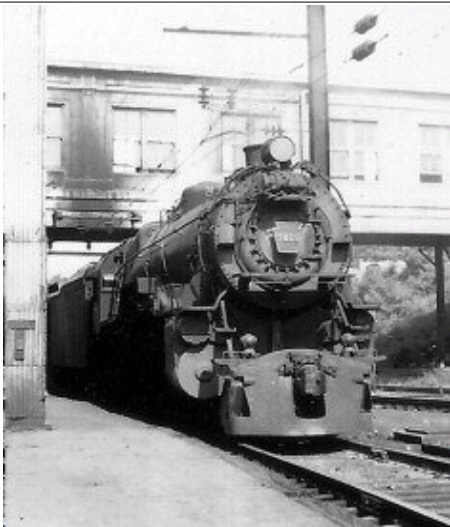
Respectfully submitted,
Michael McConnell


Secretary

Ed's History Corner

(Ed Note: Ed Claypoole has agreed to share his history notes with the members via the Waybill. Here are his notes from the July meeting).

We've all heard the name Nelly Bly, as it pertains to one of the more well known trains to Atlantic City. Who was Nelly Bly, and how did the Pennsylvania RR come to name a train after her?



The Nellie Bly, PRR 5409 Pennsylvania Railroad Steam 4-6-2 at Trenton, NJ

Nelly Bly's real name was Elizabeth Cochran Seaman. She was born in 1864 and died in 1922. She was an American journalist, writer, industrialist, inventor and charity worker who became famous for her record breaking trip around the world in 72 days, in emulation of Jules Verne's fictional character, Phileas Fogg, who accomplished the feat in 80 days.

She also became famous for her expose on maltreatment of patients in mental institutions. To accomplish this faked insanity and was subjected to the same treatment, and launched a new kind of investigative journalism.

When Nelly returned home from her around the world trip she was dubbed

the "fastest reporter in America". In her honor the PRR called its fastest train the Nelly Bly Express.

The PRR operated daily year round New York to Atlantic City service beginning in the early 1890's. Two round trips were scheduled on weekdays until July 6, 1955, until service was reduced and finally discontinued in 1961.

In 1901 there was a devastating crash in which 17 people died and 21 were badly injured. A series of blunders led to this bloody crash. The wreck occurred just as the local Camden train had pulled around a bend on a canal after leaving the Bordentown Station. It was a head on collision set up by operations errors. Much more information, along with photos taken at the time, is available online. Time does not permit the details here, but if you get a chance, it makes for some incredible reading. Go to:

<http://njspmuseum.blogspot.com/2009/02/it-took-80-days-for-phineas-fogg-to.html> to read a very detailed account of the crash. For more information on Nelly Bly herself, Wikipedia is a great source of information and will open up to many other avenues of information.

SouthJersey Rails Wiki A taste of Local Railroading

The SJRails Web site features a lot of interesting information of historical local railroading in the Delaware Valley area.

http://www.sjrail.com/wiki/index.php?title=Main_Page

Local TRAIN SHOW Schedule

08/01/16 - 10/20/16

Submitted by Hank Worrell

Sat. 8/13- Edison, NJ Greenberg's Train and Toy Show NJ Expo Center	\$ 9.00 10 am to 4 pm
Sun. 8/14- Edison, NJ Greenberg's Train and Toy Show NJ Expo Center	\$ 9.00 10 am to 4 pm
Sat. 9/10- Allentown, PA GLV Train Meet Merchants Sq. Mall	\$ 5.00 10 am to 3 pm
Sun. 9/11- Hamburg, PA Field House "Maurer"	\$ 5.00 9 am to 1 pm
Sun. 9/18- Gilbertsville, PA Original "Lehmann" Fire Hall	\$ 3.00 8:30 am to 1:30 pm
Sun. 9/25- Philadelphia, PA Atlantic Division TCA Plumbers Hall	\$ 5.00 9 am to 12:30 pm
Sun. 10/2- New Hope, PA Eagle Fire Hall	\$ 5.00 8:30 am to 1:30 pm
Sat. 10/15- Stratford, NJ Yellin School	\$ 3.00 10 am to 3 pm
Sat. 10/15- Timonium, MD MD State Fairgrounds	\$ 9.00 9 am to 5 pm
Sun. 10/16- Timonium, MD MD State Fairgrounds	\$ 8.00 10 am to 4 pm
Mon. 10/17- York, PA Reliance Fire Co.	FREE 9 am to 5 pm
Mon. 10/17- York, PA Commonwealth Fire Co. 2045 N. Sherman St.	FREE 9 am to 5 pm
Tue. 10/18- York, PA Reliance Fire Co.	FREE 9 am to 5 pm
Tue. 10/18- York, PA Commonwealth Fire Co. 2045 N. Sherman St.	FREE 9 am to 5 pm
Wed. 10/19- York, PA Reliance Fire Co.	FREE 9 am to 5 pm
Wed. 10/19- York, PA Commonwealth Fire Co. 2045 N. Sherman St.	FREE 9 am to 5 pm

Shows in bold = SJSJG Layout Display

West Florida Railroad Museum

by
Greg Berndtson

We had the opportunity recently, while living in the panhandle of Florida, to explore the local attractions in the area. One little gem that should really be on a railfan's radar is the West Florida Railroad Museum in Milton.

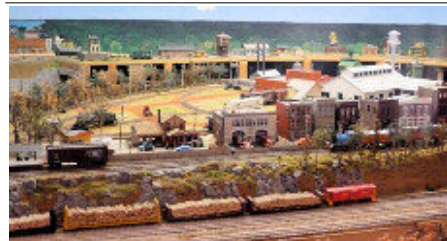


WFRM ticketing office

Located approximately 20 miles east of Pensacola, the town of Milton is situated astride a CSX railline that runs from New Orleans, LA to Jacksonville, FL. This museum is housed in a train station on the grounds where the Pensacola and Atlantic Railroad which was chartered on March 4, 1881 built the original station. The current structure was built for the L & N Railroad with construction started in 1907 and completed in 1909 on the original site. It served as a passenger and freight station for the area. It was closed in 1973 and remained so until 1976 when a grant was available for restoration as part of this country's Bicentennial. The museum moved into the building in 1989.

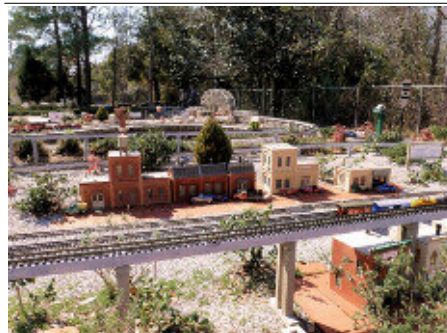
Housed on the grounds of the depot are freight and passenger cars that can be walked through and photographed.

So for railfans, painters and modellers this alone is a treasure trove of information. In one of the depot's outbuildings The West Florida Model Railroaders Club has an impressive operating HO scale layout open to the viewing public.



A nicely detailed HO layout is housed in the museum.

Outside, towards the rear of the depot's grounds, is a G scale layout established by The Emerald Coast Garden Railway Club.

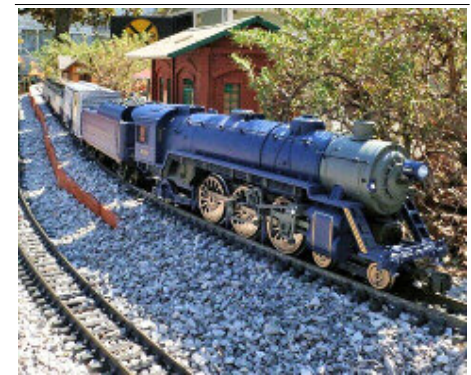


An outdoor G scale garden railroad displays another aspect of scale railroading.

There is also a larger number 1 scale train layout that kids are able to ride. The rolling stock for this child sized railroad is well detailed.



A ride-able diesel pulls a string of cars around the museum for fans to enjoy.



Kid-sized ride-able #1 gauge steam engine runs on the museum grounds

Inside the depot there are many pieces of railroad memorabilia and photos that show the equipment used during the era. Here the emphasis is on L&N, Frisco and other regional railroads. To add to the ambiance during our visit, a CSX general freight rolled past heading westward. And to really top off the adventure, there is also a small hobby store in the building.

Needless to say this was a pleasant 'find'. For more information on the facility there is a website. It is: www.wfrm.org. It's worthwhile to pay the website a visit or better still, if you happen to be in the area visit the museum in person.

The Rebirth of Joe Balcer's Ice House

by Wayne Schneyer

Our first layout had an empty corner and Joe Balcer decide to fill it with an animated Ice House. After many shows, and a relocation to our new layout - time took a toll on the belt drive mechanism - and our Ice House became a static scenery item.



Joe Balcer poses with his animated Ice House, which made a nice addition to our first layout.

In the spring of 2016 I offered to overhaul Joe's Ice House and its drive mechanism, to return it to an operating condition. In addition, I added scenery and weathering detail that I believe enhances it's presence on our layout.



The Ice House is built as a drop-in scenery module for our new layout. It sits on my workbench in this photo.

The drive mechanism is a 9volt DC mechanism. The gear drive has proven to be strong and reliable. The actual drive pulley was converted from being

a rubber roller to a sandpaper covered roller which affords superior grip to the belt over the rubber. It was secured with a new product on the market called "Dap Rapid Fuse" which was also used to join the elastic belt which acts as the conveyor belt.



The improved drive mechanism features a new drive pulley and idler arm.

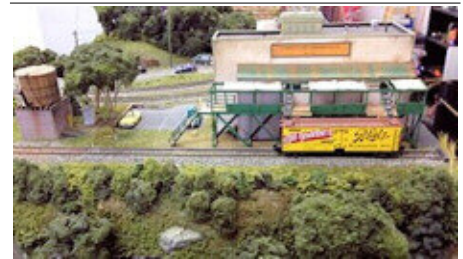
The lower idler pulley has had a "adjustment arm" added to allow adjustment of the belt tension. Many hours of testing revealed the proper tension to make the belt track properly.

The original belt was changed to an elastic belt as it proved to be the best material for gripping the drive drum and adjustability for the pulleys. The elastic belt was purchased at a fabric store. (The kind of place that sells rolls of various fabrics for making clothing or curtains etc.)

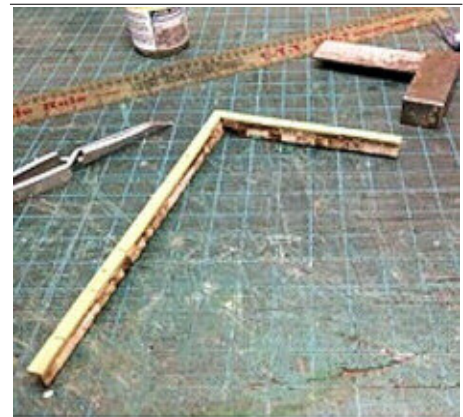
While I was working the Ice House over, I decided to try and repair the "brick paper" sides that had air bubbles all over the place. I started on a discreet side and using a hypodermic needle (my heroin addiction), I injected diluted glue into the areas that bubbled. Well... that did not go too well. As I got the paper to settle down other areas popped off. So we will have to live with it for this season. I salvaged the area as best I

could although due to warping, some paper did wrinkle a bit.

I made up some signs for the building that I think will add to its appearance and be a bit of a distraction to the shortcomings of bubbled siding.



The repaired Ice House as installed in the layout looks like it really belongs there.



A stone fence still to be added to the layout.

I am finishing up the project by fixing the roof warpage and re-gluing some of the parts back on. The warped roof itself has been straightened and braced (brass I beams) and warped wall areas prohibiting the roofs easy removal were repaired. Some of the inside and outside corner trim was missing and the roof trim corners were all warped and broken too. So all new trim work is being installed after the "aged concrete" paint color dries.

So far, I figure I have 22 hours of TLC put in to restore the Ice House to it's former glory. I hope Joe is pleased with the outcome of the overhaul to his Ice House.

LED lighting conversion for American Models Heavyweight Passenger Cars

by Joe Kimber

The American Models Heavyweight Passenger Cars are fitted with three incandescent bulbs each. These three bulbs draw approximately 375 milliamps. So we are using 375 milliamps in each car. I have the five car set which has four lighted cars. Therefore, the cars are using 375 X 4 for a total of 1.5 amps. This may not seem like much power at first glance so let's take a closer look.

American Flyer transformers have a rated track output of 15 volts. Power, or in this case, watts is calculated as Power = amps X volts. If you have a 50 watt transformer the available power at 15 volts is 3.33 amps. The passenger cars are using nearly half of this available power. Add to this the motor amps and the smoke generator amps and you have used up the available power for one train. Now I suppose your thinking well, just get a bigger transformer. Maybe a 250 watt monster.

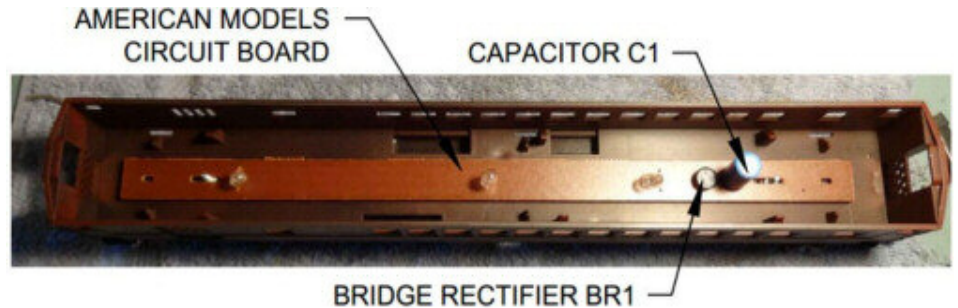
All of my motive power has been converted to DC can motors with DCC and sound. I use a NCE Power Cab with only 2 amps of available power. My Power Cab also operates several other trains, some with smoke and caboose lights. I will eventually



Modified passenger cars with LED lighting.

purchase a 5 amp smart booster which will solve some of my power shortage

rectifier and three incandescent bulbs (See photo).



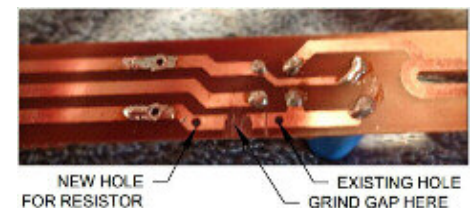
problems. For now though, I decided to convert the incandescent lights to LEDs. The LEDs use approximately 25 milliamps each. Nine LEDs in each car is sufficient to give good light distribution, so I am now using only 225 milliamps in each car for a new total of 900 milliamps or 0.9 amps for car lighting.

It was a very easy conversion since most of the electronic parts necessary are already on the American Models lighting circuit board. The additional parts required are a 1K resistor and ribbon strip LEDs. I purchased the necessary parts on the internet. They were inexpensive and arrived quickly. I bought a roll of 300 "Ribbon" LEDs for \$7.50 and 10 1 Kilo Ohm resistors for \$1.99 including shipping. Only basic soldering skills and electronic circuit knowledge are needed.

The first step is to disassemble the car. Start by carefully removing the roof and window glazing. This is one piece. Look inside the car and you will see the lighting circuit board. In addition to the printed circuit, this board contains a 440 μ f capacitor, a bridge

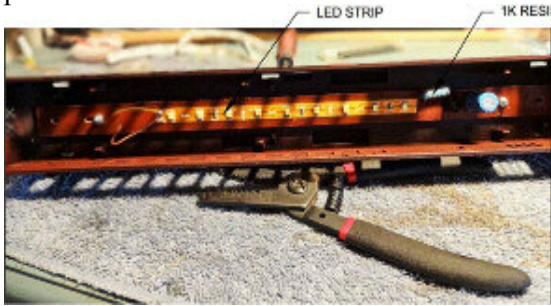
rectifier and three incandescent bulbs. On the underside of the board is the printed circuit. Remove this board by unscrewing the nuts on each end. The screws protruding through the board are the power conductors and also hold the trucks on. Do not remove these screws, just the nuts holding the circuit board down. Once the upper nuts are off you can gently remove the circuit board from the car. The existing components mentioned above are soldered to the circuit board. The bulbs must be de-soldered from the board and removed. The capacitor and bridge rectifier will be reused in the current location. Do not remove them.

The LEDs need a resistor in the circuit to limit the current. After the bulbs have been removed you must grind a gap in the printed circuit as shown.



The gap should be a minimum of 1/4" wide and placed as shown. The resistor will be soldered over this gap and will need holes drilled for the resistor lead wires. The solder from the incandescent bulbs should be

removed from the circuit board at this time. There are several inexpensive tools to aid in doing this. There is a squeeze bulb with PTFE tip and also a copper wick available. Most electronic stores sell these tools. Once the circuit board is clean, drill the holes for the resistor leads and solder the resistor to the board as shown in the photo below.



After the resistor has been soldered to the board, turn the board over, remove the backing paper from a LED strip and adhere the strip to the top of the board. I used a strip of nine LEDs for

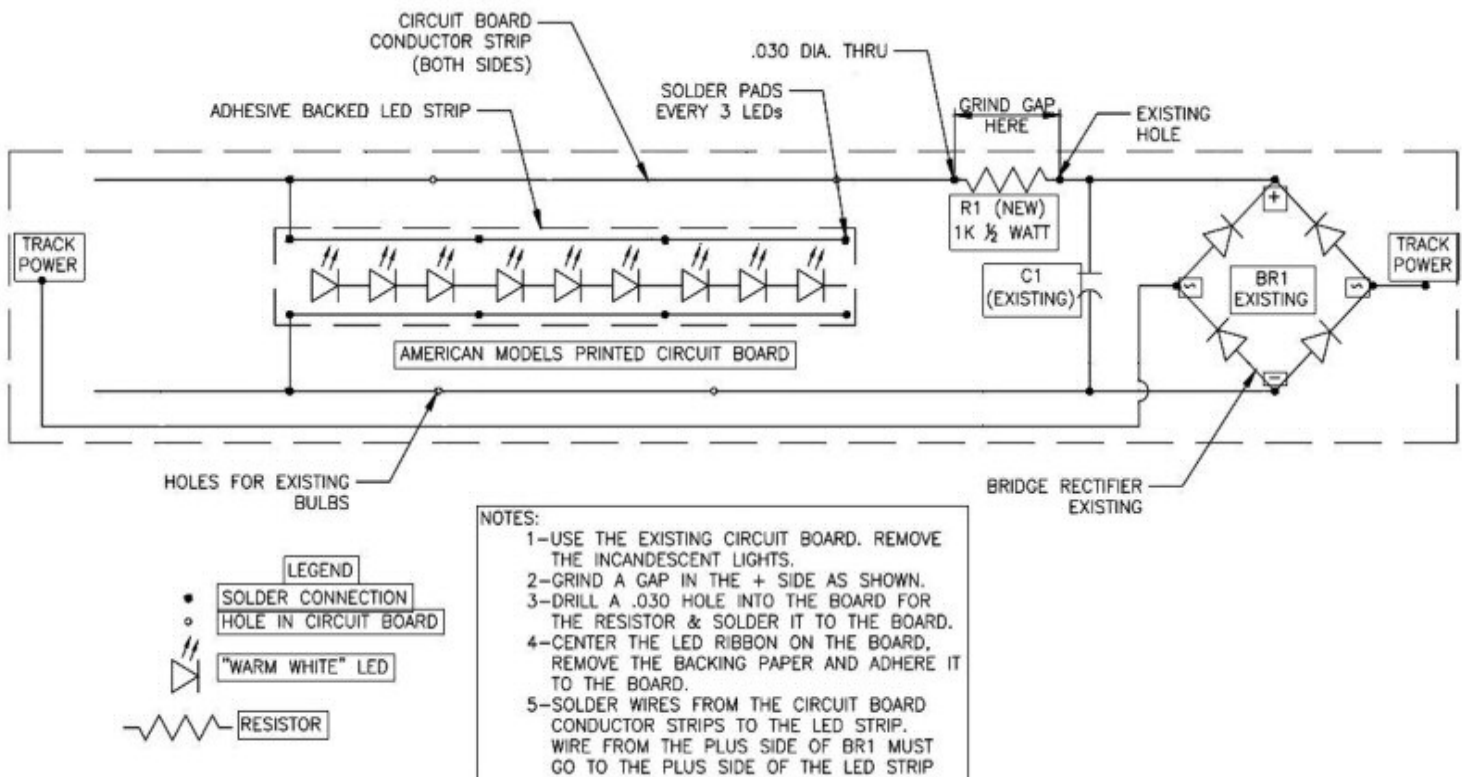
my cars. The strip has small soldering pads every three LEDs that are marked with polarity (+ or -). The plus(+) side of the bridge rectifier must be connected to the plus(+) of the LED strip. I used 22 gauge wire I had available from another project, red for positive and yellow for negative. You will need only two

short pieces. I suggest that you follow the electrical standard for DC wiring and use red for positive (+) and black for negative (-). Solder one end of these wires to the printed circuit as shown in photo 3 insuring that the positive (red) and negative (black) leads are correct. (LEDs will not light if wired "backwards".) Thread the wires through the incandescent bulb holes closest to the end of the LED strip. Solder the red wire to the positive (+) soldering pad and the black wire to and the negative (-)

soldering pad on the LED strip. This is the most difficult step. Be sure to use flux and tin the wires and use very little solder and low heat. Replace the circuit board in the car and install the nuts to hold it in place. Test the car to see if the LEDs light up. If all is well, re- assemble the roof and you are done. There are not many mistakes you can make. Possibly too much solder that bridges the printed circuit and shorts it out or a loose wire.

The bridge rectifier converts the track alternating current to direct current for the LEDs and the capacitor reduces the amount of flickering when rolling over turnouts or dirty track. I noticed one of my cars did have some "flickering", but upon inspection I found a broken power pickup on one set of trucks. After this was replaced the flickering stopped.

(Diagram re-printed with permission)



CIRCUIT BOARD--LED CONVERSION
 SCALE--NONE DRAWN BY:J. KIMBER

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SHT 1 OF 1

Recent SJSG Events

by Hank Worrell

On July 16th, members of the SJSG put up our annual 'table-top layout' at the Glassboro Show. Members get a chance to get informal with the show visitors, and they have a great time presenting American Flyer trains to the show attendees.



South Jersey S Gauge members John Bigley and Ken Palmer operate the table top layout at the Glassboro, NJ Train Show on July 16. We had one loop of American Flyer and another loop running two consists using the Flyer Chief controls. Also helping at the set up and show were Ed Claypoole, Hal Farlow and Hank Worrell.



South Jersey S Gauge member Ken Palmer resets the Flyer Chief controller during our table top display at the Glassboro, NJ train show on July 16.

The July meeting featured several "Show 'n Tell" presentations from members as our clinic for the evening. A nice diverse set of topics was presented.



Steve Politowski describes a selection of several electric fans that were manufactured by the A. C. Gilbert Company at a "show 'n tell" session during our July meeting.



Hank Worrell displayed the 2016 TCA S-Gauge Convention cars, an operating missile car and an operating box car decorated with NASA logos at a show and tell session during our July meeting.



Michael McConnell displays an American Flyer loco using the dark grey smoke fluid manufactured by Anormol at a "show 'n tell" session during our July meeting.

South Jersey S-Gaugers

