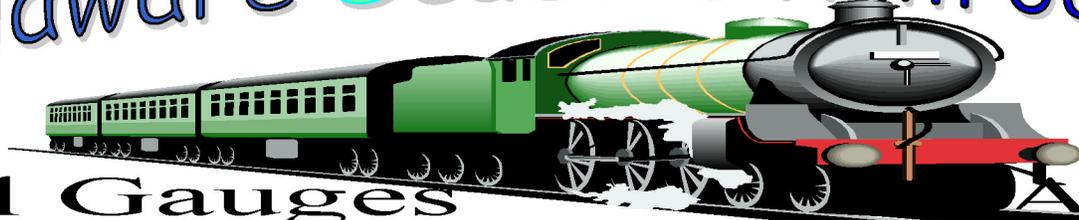


# Delaware SeaSide Railroad Club



All Gauges

All Fun

Newsletter Issue # 69

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Visit our web site at [www.delawareseasiderailroadclub.com](http://www.delawareseasiderailroadclub.com)

## Members flock to York for another Great Show

Once again, the caravan of suvs and mini-vans met at the parking lot of Georgetown's Walmart store to divide up the passenger manifest for the 3 hour trip to York, PA. Once again, the weather was great and after our traditional stop for a quick breakfast, we arrived at the fairgrounds in plenty of time before the opening of the show. Twelve members traveled in the 'official' car pool, but we saw many more familiar faces while there. With a couple of new attendees along with us this trip, there was plenty of advice on how to get around the many buildings and also many suggestions on taking breaks and not wearing yourself out.

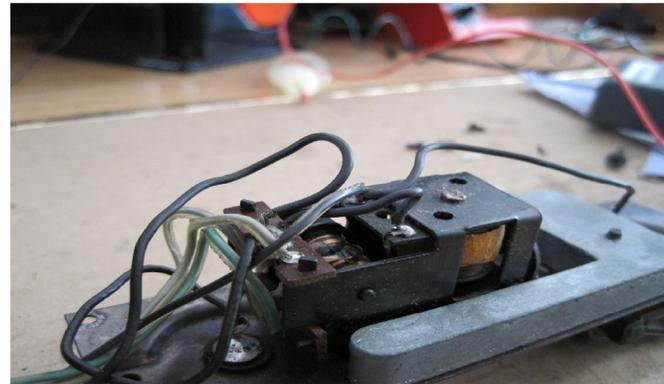
The result was a full load of gear in each car as we packed up to return home, and a lot of tired legs. Even so, the fatigue was from doing something we all truly enjoy. A stop at our 'regular' place near the PA/MD border on I-83 included a nice meal and great conversation, and perhaps a welcome beverage to refresh those tired feet!



Dave Lawrence is always nice enough to remember his camera. At Top from left are: Dave, Tom Koerner, Bob Hodges, his 'brother' John, Jay Bestpitch, and Miles Potter. In the bottom photo, from left are: Jim LeGates, Bill Ziegler, Bill Mixon, Lee Horn, Lynne Hooker and Fran Corbin. This was Fran and Lynn's first trip to the TCA-York Train Meet, and I think they had a good time.



Know what this is?



Taking the covers off of a classic toy train engine or tender, you might discover one of these. This is the insides of an AC Gilbert Steam Loco tender, circa 1954, and it shows the reverse unit, also referred to as the E-Unit by Lionel engineers. There is a cylindrical drum which is made with a pattern of conductive copper and non conductive plastic patterns. A coil energizes to move the drum one segment at a time when track voltage is applied. Each segment of the drum allows small copper fingers to conduct current, in a given 'direction', and thus allowing certain fingers to transmit current to one side of the motor in the locomotive. Common problems include sticking drum, dirty or worn contact fingers, sticking or defective coil, and broken wires. Gilbert's American Flyer line went to tender-mounted reverse units after WWII when they switched to S gauge, and had to contend with reduced space in the boiler. The smoke and Choo-Choo mechanism, a Flyer exclusive, took up much of the space. Lionel used a similar device, but it was mounted in the boiler with the motor. Thus, Flyer engines need the tender with its tether to run the engine, and Lionel's engines could run on their own.

## Club News

We will soon be sending out an E-mail appeal for help with the operations of the June Train Show in Rehoboth Beach. The Date is June 19th, and we might well be setting up early by going in on Friday to install the operating layouts. When the E-mail arrives, or anytime for that matter, please respond and sign-up to help us again. We depend greatly on the support of all our members to make the show a success each year.

In other club news, the April 13th meeting was well attended, with the exception of most of the board. Bill Mixon did a stellar job of running the meeting, and showing a DVD afterward. Reports were made regarding the continuing after school program with the North Georgetown Elementary kids, and it looks like we will complete this year's layout by May 13th. The Easter Seals Mens Train Club have purchased their running equipment and are making progress in their track laying, etc. One idea was offered as a possible HO layout track plan for Georgetown, and the HO group will be finalizing those plans at a future meeting. Lee Horn will be organizing the local newspaper ads for the June train show. Also, we need more members and their spouses, etc., to sign up to help with the June 19th show.

Bill Mixon gave a complete demo of the new web site the club now offers at [www.delawareseaside-railroadclub.com](http://www.delawareseaside-railroadclub.com), and following that, showed a brief video of the making of Lionel's huge traveling layout, often seen at York and other big train expos.

We also announced that the TCA convention will be in Baltimore this year, for all those TCA members who have never had a chance to attend convention before, now's your chance. You must be a TCA member or a spouse to attend the convention and visit their 'trading floor'.

Since I was not at the meeting, I do not have the current financial to report, but will do so in the next newsletter.

Any suggestions for future topics in the newsletter will be graciously accepted, and every effort will be made to include them. Anyone wishing to contribute an article, such as Bill Mixon's S gauge offerings, is also welcome.

## Calendar of Events

May 6, 2:30 pm, School Enrichment Program, Georgetown  
May 11, 7 pm Meeting, South Coastal Library, Bethany Bch  
May 13, 2:30 pm, School Enrichment Program, Georgetown  
May 14-16, Williams Grove (PA) Steam Engine Show

### What can YOUR club do for YOU!

Most of our members will recall a survey we mailed out a year or so ago, and some of the comments we got back were concerned with having less 'Business' and more "train stuff" at the monthly meetings.

While the monthly meetings allow the board to get certain business items dealt with efficiently, like dealing with expenses, budgets, and approving of projects and such, most members aren't that concerned with the business end of the club. So we streamlined the business meeting to last about an hour, and we have tried very hard to include another hour for having a speaker, showing a "how-to" project, or maybe presenting a sample of what we have been using in our recent Senior Learning classes.

This month, Bill Mixon is going to demonstrate his fool-proof technique of producing a realistic coal load for an empty hopper. The last page of this newsletter has the process shown graphically, with the steps spelled out for you, but to see the process in person, please plan to join us at the South Coastal Library in Bethany Beach on May 11th.

Our efforts to provide sessions such as this depend a great deal on your input. If you need to know how to do something, don't be afraid to ask. Someone else probably has the same question. We may be able to share it at a meeting in the near future. Its your Club!

### *Removing that pesky White Film on old Flyer Cars*

Jay Bestpitch sent me this article, located at web:

[www.trainweb.org/crocon/saf.html](http://www.trainweb.org/crocon/saf.html). The article explains that the white film is a mold release agent that was used in the early days of plastic manufacturing. To remove it, simply hold a hair dryer, set on hot, to the car and see the film disappear before your eyes. Depending on the hair dryer, don't hold the dryer very close to the piece to start, to avoid burning the paint.

**S-Scale  
Railroading  
By  
Bill Mixon**

**MAKING YOUR OWN COAL LOADS**



Making your own coal loads is easy and quick for any scale train.

STEP 1 - Cut a piece of thin Styrofoam to fit into your hopper.



STEP 2 - Shape the Styrofoam with a rough file or, as in the picture, a Stanley Surform. Be sure to do this over a trash can.



STEP 3 - Put a very heavy coat of latex black paint on the Styrofoam



STEP 4 - Roll the wet paint covered Styrofoam in coal. This will be very messy, but latex paint will wash off easily.



STEP 5 - Allow to dry completely. Use a hair dryer to speed up the drying process.



STEP 6 - Place coal load in your hopper.

*Bring your own hopper to the May meeting and build your own coal load.*

*Incidentally, this process can be used for trains of any gauge.*