



SCALE RAILS of Southwest Florida

Newsletter

June, 2008

Volume 10 Issue 6

OFFICERS

Chairman: Dennis Little

President: Peter Gross

Vice President: Jim Edmier

Secretary: Jim Morse

Treasurer: Stan Seeds, MMR

Calendar

July 12, Monthly Meeting, 1:30 pm

August 9, Monthly Meeting, 1:30 pm

August 16, Late Summer Western Division Meeting, Plant City, FL

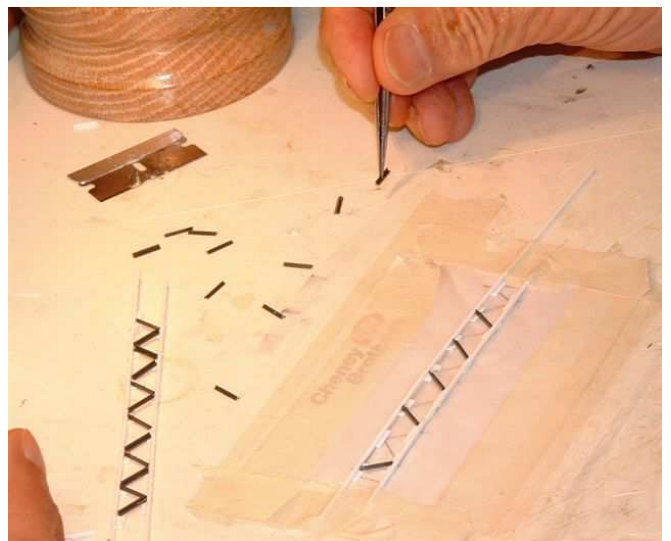
September 13, Monthly Meeting, 1:30 pm

October 11, Monthly Meeting, 1:30 pm

Oct 17 - 19, SSR Regional Convention, The Deerfield Coastliner II, Deerfield Beach, FL

Layout Status

Stan is still working on the Rainbow Bridge. He is currently building some girders.



Dwight has finished the electrical hookup of the switching puzzle layout, and has settled on the buildings and scenery for it. Here you can see the paper footprints of the buildings. It has been integrated into the layout and fully tested to verify the track work and electrical all works fine. This will be fun.



Lee and Peter continue to work on the helix detection and display system, but it is slow

work as they are doing a bit of summer time travel.

Peter is working on scratch building a freight house for Colorado Springs that is based on the old freight house in Pueblo. He has developed a technique for making raised rib metal roofing for this building, and is in the process of making a million 4 x 12 foot panels.

Make and Take Clinic

We announced this clinic several months ago at one of our meetings. It seemed at the time that about 15 or so people were interested in building this bench power supply and the estimated cost of \$40 seemed reasonable to folks. However, no one has signed up for the clinic and given Stan the \$40 up front to buy the parts. The sign-up list is on the wall to the right of the doorway as you go from the HO room to the NTRAK room. Please add your name to the list and pay Stan the \$40. As has been noted, any excess moneys will be returned to each participant. As you can see below, only two people have signed up so far.

MAKE AND TAKE CLINIC SIGN UP SHEET	
BUILD YOUR OWN HIGH QUALITY BENCH POWER SUPPLY	
ESTIMATED COST: \$40 OR LESS	
NAME	PAID \$40
Peter Gross	\$40
BEN CURLL	\$40.-

Western Division Meet Inverness, FL June 21, 2008

It was quite a trek to get to this Division meet. Peter, Stan, Ben and Richard went,

leaving the Depot at about 6:30 am. It took us about 3 ½ hours to get to Inverness, arriving close to the end of the first clinic. We did see the other clinics and model displays, as well as the Citrus County Model Railroad Club's layout. The last clinic was to develop switch lists to be used to operate on the club layout. We saw the clinic, which was very interesting, and toured the Citrus County Model Railroad Club's layout. We then left to come back home as it would take too long to participate in the operating session and still get home at a reasonable time. All in all we enjoyed our selves, but probably will not go that distance again for a Division meet.

Thomas The Tank Has Arrived

Due to the generosity of an anonymous donor, the club now has four Thomas the Tank HO scale train sets to operate on the Ed Best layout. They are on the layout and operate flawlessly.



Meeting Minutes June 14, 2008

Members present: Jim Beliveau, Dan Cermak, Walter "Ben" Curll, Steve Gdovin,

Alex Grantt, Peter Gross, Alex Halberda, Ryan Hannaway, Heino Hartmann, Jim Morse, George Nink, Robert Parker, Gordon Roedding, Dwight Sedgwick, Stanley Seeds, Donald Sprotbery, Oren Stephans, Robert Veefkind.

Meeting was called to order by Mr. Peter Gross at 1:30 pm, followed by the Pledge of Allegiance.

Minutes: The minutes for the May meeting were published in the Newsletter. Motion by Ben Curll, seconded by Dan Cermak, to approve the minutes as published. Motion carried.

Financial Report: Stan Seeds, MMR, Treasure, reported that we have \$10,143.2 in checking and savings. Our mortgage is \$32,201.28. Total assets \$146,145.85. We are \$2,193.32 ahead of budget.

Membership: Welcome Mr. Richard Sopha, our new Founder member. Mr. Ray Welliver, Mr. Rich Korf and Mrs. Dianne Korf requested to be placed on a one year sabbatical. A motion was made by Mr. Stan Seeds and seconded by Mr. Alex Grantt that we accept their request. The motion carried. We will miss them and hope they will join us again next year. Rich informed us that Dianne has MS, so please keep her in your prayers.

Communications: We received an E-mail from a N scaler who has an n scale layout for sale. If interested the E-mail is posted at the Depot.

OLD BUISNESS:

1. Layout Status:

- **Upper level:** Mr. Oren Stephans has just about completed the new fascia on the Roundhouse. We need someone to take over the Diesel House construction. Please see Stan or Peter if you can help get these two buildings completed. The Narrows is being modified to help better view of Peter's

impressive Cement plant. Check the upper and lower level TO DO LIST as there are lots of projects that need to be completed. Stan's Rainbow bridge is about completed and looks great.

- **Lower level:** Scenery areas are filling in at the Rock Island interchange. The new panel has been completed for Colorado Springs. Ron Parker is working on new fencing near Castle Rock.
- **N-TRACK:** The New Time Saver and Switching puzzle module is almost finished, thanks to Dwight and Darrin. This Module will be a lot of fun and should hone our switching skills.
- **Narrow gauge:** The expansion is now through the continental divide and has arrived at Colorado Springs. The turntables are working at both ends. Scenery soon to follow.

2. **Building maintenance:** The storage trailer is gone. The parking lot will be resealed soon. After some encouragement from Mr. Seeds, a fair settlement with Marks Sewing regarding the Dumpster fees has been concluded.

3. **Train Show:** After some discussion, a motion was made by Mr. Jim Morse to purchase a battery powered, ride on train for the train show raffle. This train with track measures 6 ft by 10 ft and is powered by a rechargeable 6 volt battery. It will hold up to 50 lbs and looks like a lot of fun, and will help keep children interested in trains. The motion was seconded by Mr. Alex Halberda, motion carried. Cost not to exceed \$150.00.

NEW BUISNESS:

1. **Make and Take Clinic:** Lee Dobyns is putting together a Make and Take clinic for a Bench Power Supply. Materials for this project is \$ 40.00 and you will build the Power Supply at the Depot and then take it home. If you would like to participate, sign your name on the sign-up sheet at the Depot and pay

Stan for the parts. If the cost is less than \$ 40.00 each, a refund will be given. Please Sign up by the Oct Meeting.

2. **THOMAS THE TANK Engine:** A motion was made by Mr. Jim Morse to purchase a Thomas The Tank Engine and cars, to be placed on our kids display railroad at the Depot. This will be known and welcome by kids and parents familiar with Thomas the Tank. The cost is not to exceed \$80.00. The motion was seconded by Mr. Oren Stephans. The motion carried.

3. **Western Division Meet:** June 21 is the Western Division meet in Inverness Fl. Car pooling will leave the Depot at 6:30 AM.

4. **SSR CONVENTION:** The Spring 2009 SSR Convention will be held in Ft. Myers, hosted by our Scale Rails. A suitable meeting place is being pursued.

5. **AMTRAK:** Mr. Alex Grantt reported that much progress is being made in train travel because of the rising fuel cost. Alex said we will be riding trains soon.

Meeting Adjourned at 2:15 pm.

Freight Snippets

Regarding Santa Fe Transfer Caboose developments; excerpted from inter-departmental correspondence:

1/ 4/55 "---worn out transfer cabooses, Kansas City, badly need replacement---"

1/25/56 " We now have 19 way cars for transfer--of wood construction, obsolete trucks, 5" x 5" couplers---sills have been re-nailed until little left to hold additional nails--all very deteriorated--eye sore and poor advertisement for company---". The cars at Kansas City are 1107, 1112, 1171, 1324, 1350, 1352, 1366, 1403, 1108, 1167, 1224, 1334, 1347, 1351, 1359, and 1375.

4/30/56 "--authority granted to fit up two transfer caboose cars from Ft-I, length 44 '6", width 8' 10", capacity 40 tons. Work to be done at Argentine, Ks. Place box cab at center--to be built from seven scrap steel doors, about 1/2-section salvaged roof, two salvaged steel ends, cut for application of doors, 18" window to be cut in each side, railings of salvaged pipe, corner steps from scrap metal running boards, stoves from present cars.

12/20/56 Authority hereby to construct six additional transfer cabooses numbers 1002-1007.

11/13/57 Regarding transfer cabooses 1000-1007, increase width end steps from 22" to 26 1/2" , increase from two to three steps, set inside sill for increased clearance.

10/11/58 Following poor report from Kansas State Labor Department inspection, plans made to line cab interiors, and other changes made to correct problems reported by Labor Department inspectors.

10/31/58 Cab lining total cost \$2,000 @ \$210.30 per cars 1000-1007; 1003 already lined.

10/31/58 Request for additional (duplicate) transfer cars 1008-1015 denied as: "---not necessary as we now have a number of cabooses from the Coast Lines, sufficient for any added needs; we now have enough for Chicago and Kansas City."

TOPEKA STATE JOURNAL 2/15/1900:

(Emporia Ks. items) Engine 562 is in the roundhouse equipped with a snowplow. Train #121 pulled out of the yards Wednesday with 86 cars, a load of 2,362 tons. The head end of the train was between the west end tower and the stockyards, the rear end just cleared at the West Street crossing. The Santa Fe has closed Clements as a night station, and hauled

the station of Elinor, its agent and buildings away.

TOPEKA STATE JOURNAL, 11/18/1899:

Nearly A Mile of Cars
How 'Double-headers' save money for the Santa Fe

(Ft. Worth Tx., dateline) One of the longest double-header trains ever hauled over a road in this country was taken out of El Paso over the Santa Fe. There were 90 cars in all, making a train over one-half mile long. This enormous number of cars to one train is something unheard of heretofore on a regular freight, and this instance alone explains why the railroad companies are so tenacious on their policy to run 'double-headers', said a railroad man today, 'as the saving in transpiration costs is great.' It is expected that the railroad companies in Texas will make a desperate fight against the legislature passing a bill to restrain the running of double-headers, but the men in the transportation departments expect to push their claims.

RAILWAY & ENGINEERING REVIEW 2/24/1900 p. 99: Double-Heading Forbidden in Texas

As forecast in our issue of last week, the Texas legislature has passed the bill authorizing the Railroad Commission to investigate into the running and operating by any railroad in this state of more than one working locomotive in any one train at the same time, and to authorize them to regulate, or forbid such practice, either on all or a part of such a railroad, and to prescribe a penalty for the violation of the Commission's order, and to provide that railway employees shall not be held to assume the risk of injury when engaged in the operation of trains propelled by two or more engines. The Texas legislature seems to read the maxim of the famous Texan as follows: "BE SURE YOU ARE WRONG, THEN GO AHEAD".

TOPEKA STATE JOURNAL 2/28/1900:

Economy is the watchword throughout the railroad industry, and officials must make a good showing if they expect to be retained in office by the bond holders. The "RAILWAY & ENGINEERING REVIEW" gives the following as an example of rank extravagance: "In these times of exclusion of everything else which tends to diminish the paying load hauled, it is odd that the large, heavy, double-truck caboose has escaped attention. The well-known expedient of filling the tool boxes and the space underneath the seats with sand and iron in order to advance well riding of the caboose, brings the weight of the caboose close up to that of other cars. In the past, especially in the west, because of the sparse country through which the road ran, compelled the crew to live in their cabooses, but such is not the case at present. There is no necessity for the crews living in the cabooses, and very few of the men do. Why, then, is it necessary to drag such a heavy, non-paying mass as is exemplified in the double truck caboose? On the road it is never occupied by any other man than the conductor (Ellington note: what, no brakeman?) in the summer and in the winter a four wheel caboose is large enough to accommodate all the crew who congregate as refuge from the weather. The small caboose contains room for all legitimate purposes, and precludes any attempt at loading down with heavy iron and sand. Seems the heavy caboose is mainly for the embryo trainmasters.

Shirts

If you would like a new Scale Rails shirt, please contact Gold Coast Active Wear and let them know this is a Scale Rails shirt. Phone: 239-549-4200. Address: 4519-B Del Prado Blvd., Cape Coral. Mrs. Dianne Korf is no longer able to provide this service.

Scale Rails of Southwest Florida

Our Charter

Our intent and purpose is to promote and encourage the art of model railroading and preserve the history, science and technology of rail transportation. To this end we have organized our efforts for charitable, educational, literary and scientific purposes. As part of our endeavors, we host railroad displays, give talks and presentations for school, museums and various organizations. Our members do not presume to be experts, but rather a group of individuals sharing knowledge with each other.

1262 Piney Road

N. Fort Myers, FL 33903

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Scale Rails of SW FL
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REMINDERS

July 12, Monthly Meeting, 1:30 pm

August 9, Monthly Meeting, 1:30 pm

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September 13, Monthly Meeting, 1:30 pm

EDITORIAL

Summer is a slow time for us, with many members up north for the summer, and many more traveling on vacations and visits. It is not unusual for there to be only 2 or 3 people on the Depot at any given day. If you are in town, please make is a point to stop by and at least visit. It is getting down right lonely there!

Keep having fun!
PETER GROSS, Editor