

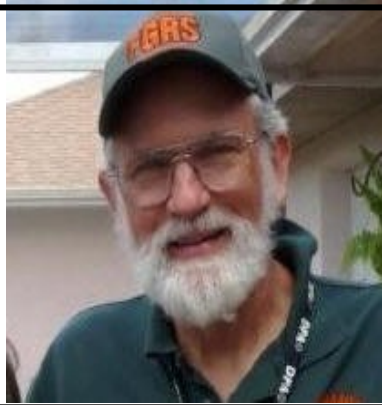


# September 2020





**September 2020**



## **PRESIDENT'S NOTES FROM PAUL WAGNER**

### **The September 12th Meet at Ridge Live Steamers has been cancelled.**

Regrettably, in an abundance of caution, both the RLS board, and ours, decided that to risk a potentially large gathering at this time would be inadvisable. We hope you can have small neighborhood get-togethers with neighbors. Please practice social distancing, and wear masks when close together,

#### **August 2020 Zoom Fun Run**

It was another good little Virtual Fun Run, with eight of us joining in. **Joyce Chapman** had HO trains running on her beautifully scenic layout, **Artie Johnson** showed us around his patio with the beginning of a new layout on it (see "New Layouts" article in this issue), and **Kevin Mars** showed off his new room lighting effects, which gives a much cooler view of his layout without glare from the wall of windows in the Florida room housing his indoor layout.

Your old Pres here, of course, was running trains over the waterfalls and around the mountain, and several others joined in just to watch and chat.

We'll be taking a break from the Zoom run this month, because a couple of us are going to take trips and won't be where we can get internet. So if you feel confident with a neighbor or two, make a few calls, we hope you can have a cautiously "social distanced" and masked, neighborhood fun run.

The roster is posted on the "Member's" page of the website, and it is arranged by "City" so you can easily see who lives around you. It could turn out to be the foundation of a new FGRS "Chapter" which we are still working out the details for.

As you will see, even the December Tampa train show has been cancelled.

Only Melbourne is still having train shows. So keep working on those layouts. When this pandemic lets up, we are going to have one Fun Run after another!

Deposits on reservation for the February 30 Year Celebration Convention in Fort Myers are refundable, so if you are interested, you can start making reservations. (See Announcements in this Newsletter) Email Fred Weber (fgrs.eventchair@gmail.com) if you have questions about it.

A Heartfelt thanks goes out to old friend of FGRS, Gene Tischer, in Sarasota, who has donated his train collection to FGRS, consisting of a locomotive, three finescale cars, including a beautifully scratch-built wooden logging caboose, and some track. In years gone by, Gene's finescale logging garden railroad was well known to me and fellow members in FGRS, as well as the NMRA. He has become too busy to continue with his own railroad, but has re-joined, and plans to again come out to FGRS activities. Gene now devotes all his free time helping the homeless, and other people in need, through the Stillpoint Mission, in Bradenton.

If you'd like to find out more about this organization, go to <https://stillpointmission.org/>, or email Gene at [gtischer98@gmail.com](mailto:gtischer98@gmail.com). They are especially over-burdened during this crisis, and would appreciate donations if you are so inclined.

Good Health and Railroading to All!

*Paul*

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## September 2020 Newsletter Contents

In this edition of the newsletter you will find the following:

### **CLUB NEWS**

- 1) FGRS Future Fun Runs (Page 6)
- 2) Tentative Schedule of 2020 Train Shows (Page 7)
- 3) 30th Anniversary Weekend Celebration Update (Page 8)

### **ARTICLES**

- 1) "So Long And Thanks For All The Fish." (Page 10)
- 2) "How I Built My Ride-On Train" (Page 13)
- 3) New FGRS Garden Railroads "Under Construction" (Page 17 )
- 4) Visiting Entertainment Junction a 25,000+ foot layout (Page 22)
- 5) Membership Update (Page 25)
- 5) Union Pacific in the 19th Century (Page 26)
- 6) Member Train Items For Sale (Page 28)

### **FORMS & GUIDELINES**

- 1) FRONT PAGE & Submission Guidelines for the Newsletter (Page 32)
- 2) FGRS Application Form (Page 33)

# FGRS FUTURE Fun Runs

## CALANDER PLANNING FOR FUTURE FUN RUNS

We're looking for members to host a Fun Run in October, and for the rest of the year. We understand that it is uncertain as to whether it will be safe by then, and, of course, any plans you make will be subject to your final go or no-go judgement as your date approaches.

If you are interested in hosting, please contact the FGRS Event Chairman or Newsletter Chairman.

Their information is in the beginning of this newsletter.

We are all hoping for the best, but we will remain vigilant.

*Paul*

Paul Wagner

## 2020 TRAIN SHOWS

The listed shows have not yet been officially cancelled, but we are awaiting word from some of them.

September 12, 2020 Brooksville  
Hernando County Fairgrounds  
6436 Broad Street  
Brooksville, FL 34601

November 28, 2020 Pinellas Park  
Lopez Hall  
7177 58th Street N  
Pinellas Park, FL 33781

December 12, 2020 Dover  
Hillsborough County Fairgrounds  
215 Sydney Washer Road  
Dover, FL 33527

December 19-20, 2020 Tampa (CANCELLED)  
Florida State Fairgrounds (Primarily Model Trains, some artifacts)  
4800 U.S. 301 Tampa FL 33610

Vendors- Running Train layout- Indoors- Food- Free Parking  
All Shows 9-2  
\$5.00 Adults Children under 12 free  
[www.regalrailways.com](http://www.regalrailways.com)

For a Complete list of Train Shows go to [http://www.railservice.com/events/train\\_shows.html](http://www.railservice.com/events/train_shows.html)

Save the above web address as it has a complete updated list of Train Shows Nationwide, along with a lot of other good information about the Hobby. You will be very surprised at how many train shows there are just in Florida year round and will find them listed here.



# CELEBRATING 30 YEARS OF FGRS

## SAVE THE DATE

### FEBRUARY 19 TO 21, 2021

## February 19, 2021

The FGRS Anniversary will begin with layout tours north of Ft Myers. After the tours, stop at the Holiday Inn downtown Ft Myers for registration, information packages and to see the club layout in one of the banquet rooms. We will meet at the Murder Mystery train at 5:30 PM.

Its about 10 minutes from the Holiday Inn. We will have a special rate for the train ride of \$60 per club member. Spouses of club members will get this rate as well.

The club members will get a special rate at the Holiday Inn of \$139 a night plus tax. This includes breakfast with either a king bed or two queen beds per room. You can call the Holiday Inn at 239-332-3232 to make your reservation. Tell them you are with the FGRS for this rate because there are rooms reserved for the club. Your deposit will not be charged until you check in. It can be canceled up to the day before arrival.



Hotel Address:

2431 Cleveland Ave., Ft  
Myers 33901

Website:

[https://www.ihg.com/holidayinn/hotels/us/en/fort-myers/fmycl/hoteldetail?cm\\_mmc=GoogleMaps\\_-HI\\_-US\\_-FMYCL](https://www.ihg.com/holidayinn/hotels/us/en/fort-myers/fmycl/hoteldetail?cm_mmc=GoogleMaps_-HI_-US_-FMYCL)





# CELEBRATING 30 YEARS OF FGRS

## SAVE THE DATE

### FEBRUARY 19 TO 21, 2021

#### **February 20, 2021**

The self-guided layout tours of local club member layouts in the Ft Myers and Cape Coral area will begin in the morning. There will also be a few outstanding O scale layouts from the Ft.

Myers club open to us as well. Due to the virus, we are still working on a dinner at a museum for Saturday night. Hopefully, they will reopen soon.

#### **February 21, 2021**

Sunday will start with a tour of the Ford & Edison winter estates. Afterwards we will return to the Holiday Inn for a great buffet and swap meet. We are working on the swap meet at the Holiday Inn for members.

There will be a small registration fee for the entire event. Additional costs for the entire weekend are being calculated and we will update them when we have all the information.



More information to come, so keep reading the newsletters or special emails in the future.

Thanks,

*Fred Weber*

Event Chairman



# SO LONG AND THANKS FOR ALL THE FISH?\*

Submitted by, Paul Wagner, FGRS, President

The final issue of Garden Railways magazine came and went, “Not with a BANG, but a WIMPER!” (Apologies to T.S. Eliot) As with previous issues, it was a fine piece of publishing, the pictorials were even better than ever, and the articles were quality work - interesting and useful.

But there was no reference to the fact that it was the grand finale of a 35 plus year run, founded by Marc Horowitz, a truly great individual and live steam guru, and model railroader. Or, any thanks to the many members of the team whose creative writing, photography, and reporting through the years brought us solid support in our hobby. Or, even a “Thank you to all our loyal readers”. And, there was no “Letters” column. The last issue, followed by thousands of faithful readers, and they don’t even want to hear from us?! I think we the readers, Marc Horowitz, and all the fine people at Garden Railways magazine who have been a light to our hobby for all these years deserved better.

It’s been a long journey since those first issues of “Sidestreet Banner”, founded by Marc Horowitz, got the big train rolling. The only hint of recognition to Marc in the final Garden Railways issue, was in the byline of his final review to appear in the magazine, a review of one of his beloved live steam engines: he signed it “Marc Horovitz, Founding Editor” (in modest 6 point, italicized type)

## **So, what can we expect from Kalmbach in the future?**

The Forum hosted by Garden Railways Magazine (Chaired by Rene Schweitzer is still running, (<http://cs.trains.com/grw/f/91/t/283363.aspx>) but difficulties with it are being experienced, and Rene admits she is not sure of the future of it. On a post last July, she says “MR is going to start including **seasonal large-scale content and perhaps even a regular column.** (emphasis mine) *With the news being so fresh, nothing is fully firm yet.*” **“Perhaps even a regular column?!”**

Not very reassuring.

And in August she posted (about the future of the Forum): “As far as I know, this forum will remain until at least early 2021. After that, I'm not sure what will happen. Sorry I don't have more details.”



# SO LONG AND THANKS FOR ALL THE FISH?\*

Submitted by, Paul Wagner, FGRS, President

I notice there was still an advertisement for us to sign up for the Garden Railways E-Newsletter. Perhaps if they would double down on that, as well as their forum, they could keep us supplied with a good supply of timely articles and pictorials, but so far, there is no reassurance of that.

I urge you all to write or email Hal Miller at [hmiller@kalmbach.com](mailto:hmiller@kalmbach.com), and Rene Schweitzer at [rschweitzer@gardenrailways.com](mailto:rschweitzer@gardenrailways.com), and let them know that “Hey, we’re still out here, we’ve been subscribed to Garden Railways magazine for many years, so don’t forget about us!” And let them know: “Garden railroading is growing like crazy here in Florida, and across the nation!”

(Dan Hickey, the CEO, won’t give us his email address)

Well, I’m still very optimistic about the hobby. As you will see in other articles in this newsletter, new layouts are being built throughout the state, new members are coming in larger numbers than we anticipated, (Thank you, new members!) and several manufacturers are still making some very nice rolling stock, structures, and accessories.

There are many new opportunities for new railroad related businesses to pop up, hopefully based on US production. With the advent of 3D printing, laser cutting, and other new technologies, I think we will soon see new sources of garden railway products. And, the business of refurbishing old trains and equipment should be flourishing, something many of you might want to consider doing.

Hal Miller, the present editor, in his “From the Editor” column, noted that retailers and manufacturers say sales has been higher than this time last year, and wrote: “That’s a promising sign for the health of the hobby”. So I hope that Kalmbach doesn’t turn their back on garden railroading. I wish them well in continuing to print excellent articles, pictorials, and stories, and providing communication for the garden railroad community.



# SO LONG AND THANKS FOR ALL THE FISH?\*

Submitted by, Paul Wagner, FGRS, President

And to show you that I have my heart in the right place, let me say that I highly recommend that (if you don't own a charter collection of Garden Railways magazines) you should consider purchasing the "Garden Railways: The Complete Collection 1984-2015 DVD-ROM" I own it, and find it a great resource. You can search it by keyword, author, or date, and print out any of the content in any past issue. (I'll review it in an upcoming FGRS Newsletter) It is \$89.95 from their on-line store:

<https://kalmbachhobbystore.com/product/dvd/15118>

In summary, regardless of what direction the major publishing companies go, there are so many options for media creation and distribution now, that if we all share everything we know and do, we garden railroaders can create a gigantic knowledge and visual graphics base to fill any future void in garden railroad news.

Keep submitting your articles to Kalmbach, and the other major magazines, and let them know we're out here, and keep sending in pictures and notes to us here at the FGRS Newsletter to share with all of our members.

*Paul*

*\*"So Long and Thanks for All the Fish" is a humorous science fiction novel by Douglas Adams in which the aliens, disguised as dolphins, blast off from the earth prior to destroying it, broadcasting to the earthlings, "So long, and thanks for all the fish".*

# How I Built My Ride-On Train

“PART ONE” (Part Two will be in next month’s issue)

By John Crompton, FGRS Member

I love trains and have been a model railroader all my life, but I have always been partial to narrow gauge. The track is narrower, the curves are tighter, and the rolling stock is smaller and has a lot more personality. An awful lot of narrow-gauge track was laid in this country in the late 1800’s and the early 1900’s and the little roads had just as many giants and heroes as the big railroads did.

Something that captured my attention in the live steam fraternity was that some people were modeling narrow gauge using the 7 ½” gauge 1 ½” scale live steam track and saying that instead of this track representing 4ft 8 ½” standard gauge, it now represents thirty-six inches narrow gauge. With that idea, dividing 7 ½” by 3 equals a working scale of 2 ½” equals one foot. Although the scale is larger, the narrow-gauge cars are smaller, and the 2 ½” models are not physically much larger than the 1 ½” models of the standard gauge. This is basically the same idea that Bachmann trains are using on their On30 stuff. This started me thinking seriously about something I’ve had on my mind for many years and that was building a model train that was big enough to ride on. My locomotive was a little 2-6-0 Mogul that I worked up from pictures and drawings in magazines and reference books in my collection, (see figure 1). It was made from wood, plastic, aluminum, Bondo filler, nuts,

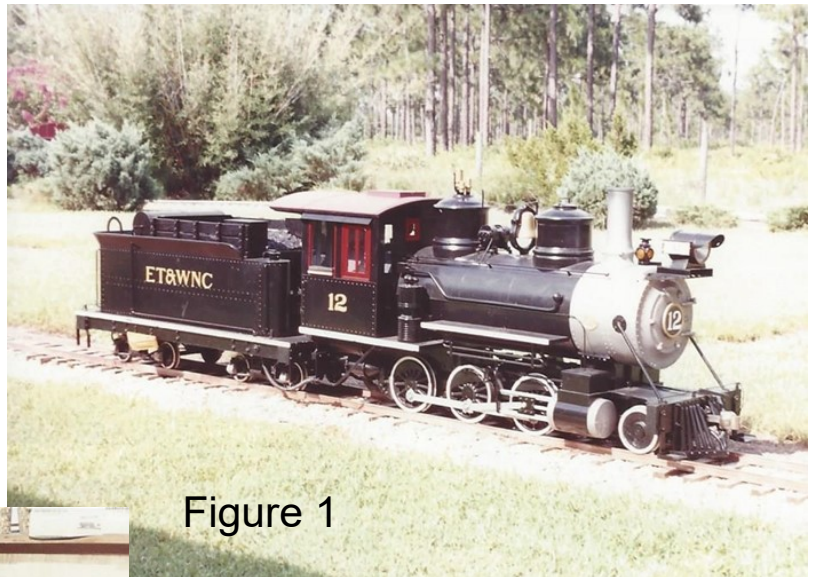


Figure 1

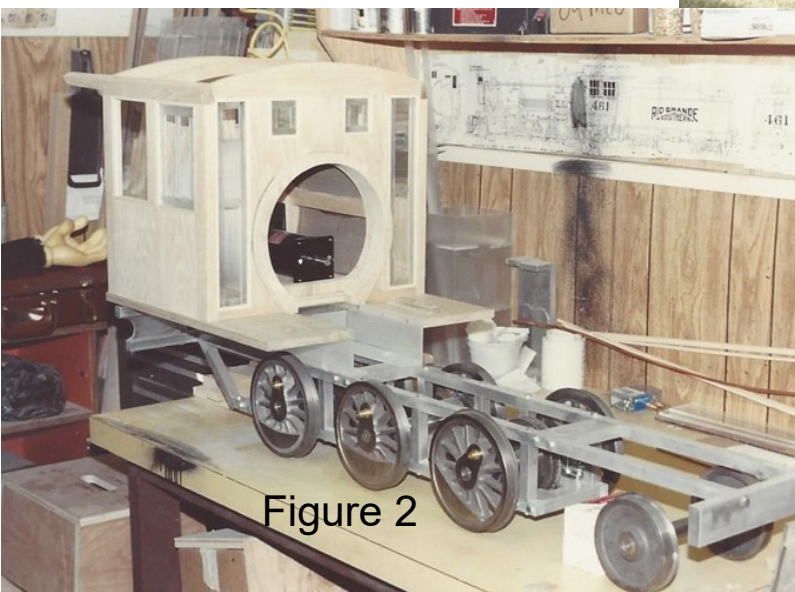


Figure 2

bolts, plastic pipe and anything else that I could get my hands on. I started out by ordering the wheels for the engine from “Little Engines” in Moss Beach California. The frame was built out of 1” by 1” and 1” X 2 ½” aluminum bar stock, (see figure 2).

# How I Built My Ride-On Train

“PART ONE” (Part Two will be in next month’s issue)

By John Crompton, FGRS Member

The cab was built out of ½” oak veneer plywood. I like oak for its open grain, and I wanted the grain to show through the paint. The firebox was plywood disks, with a sheet of Formica countertop material wrapped around them, (see figure 3).

The boiler was designed so that the top half would lift off to provide access to the drive mechanism and the deck lifted out of the tender for access to the battery, sound system and speed control circuit, (see figure 4).

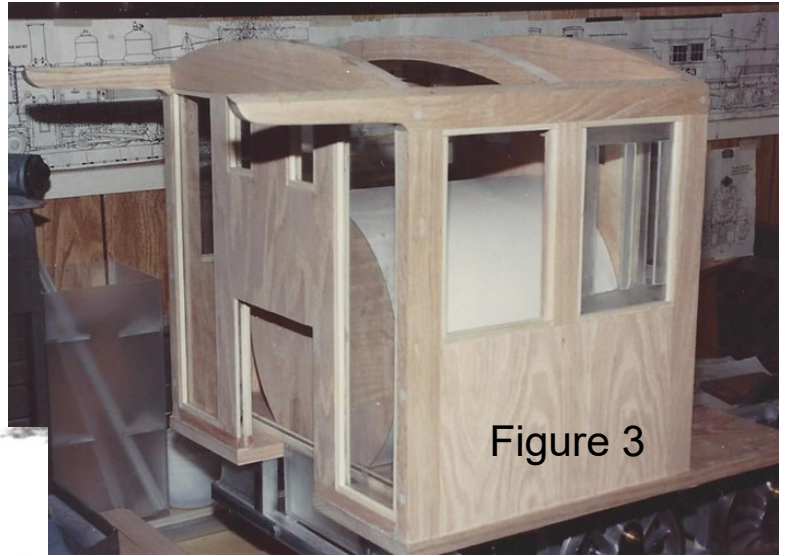


Figure 3

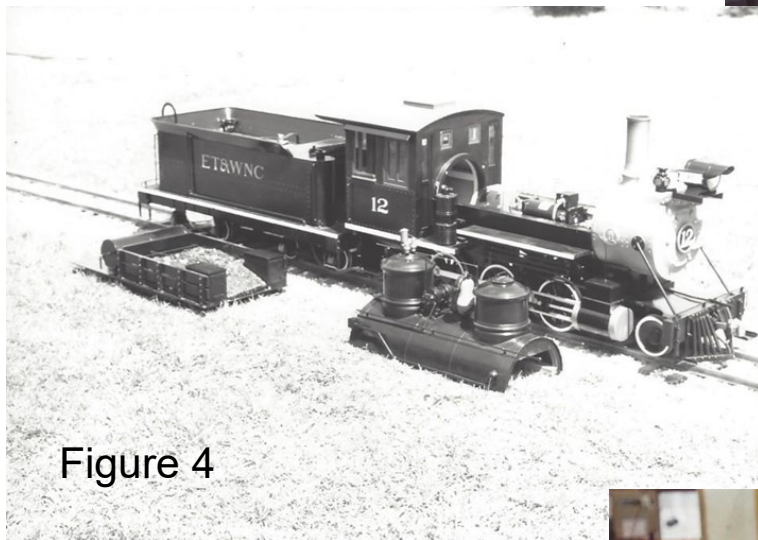


Figure 4

The domes, smokestack, headlight and air tank were PVC pipe. The detail and rings on the stack and domes were built up with Bondo and put on the wood lathe to true-up. The bell, the generator, the com-

pressor and other minor details were wood and plastic turnings. The boiler and smoke box were formed by band sawing out of ¾” AC plywood and mounting them on stringers. They were covered with more Formica countertop material. The boiler area was split for the access purpose, (see figure 5).

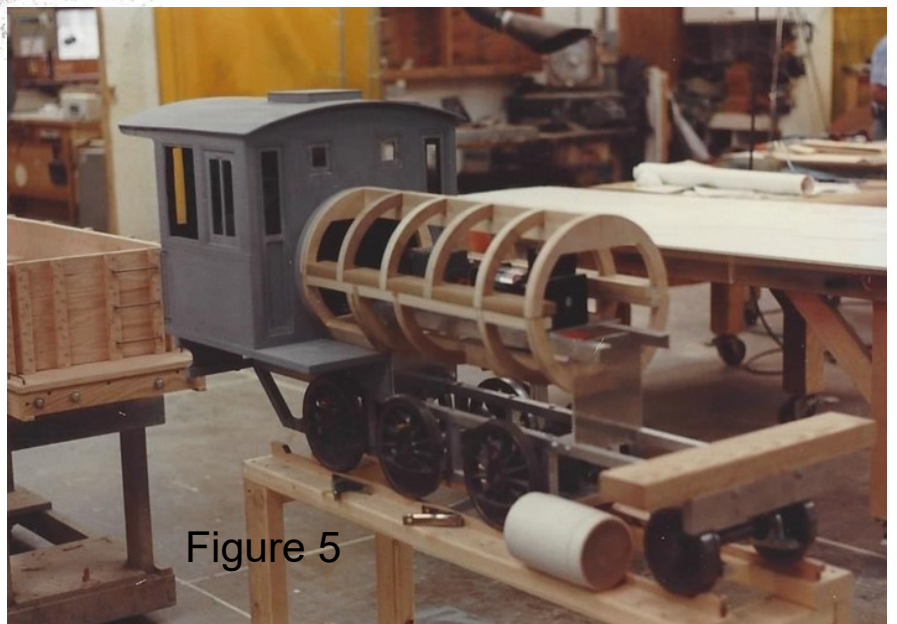


Figure 5

# How I Built My Ride-On Train

“PART ONE” (Part Two will be in next month’s issue)

By John Crompton, FGRS Member

The cylinders were PVC pipe and a valve chest, and the cylinder saddle was fabricated out of the  $\frac{1}{4}$ ” plexiglass. The cowcatcher was a piece of angle iron and some  $\frac{1}{2}$ ” steel tubing, (see figure 6).

The drivetrain was very simple. I went to W. W. Grainger in Orlando and bought a  $\frac{1}{16}$ ” HP, 12-volt DC motor and a 10 X 1 step down, ninety-degree gearbox. A sprocket off



Figure 6

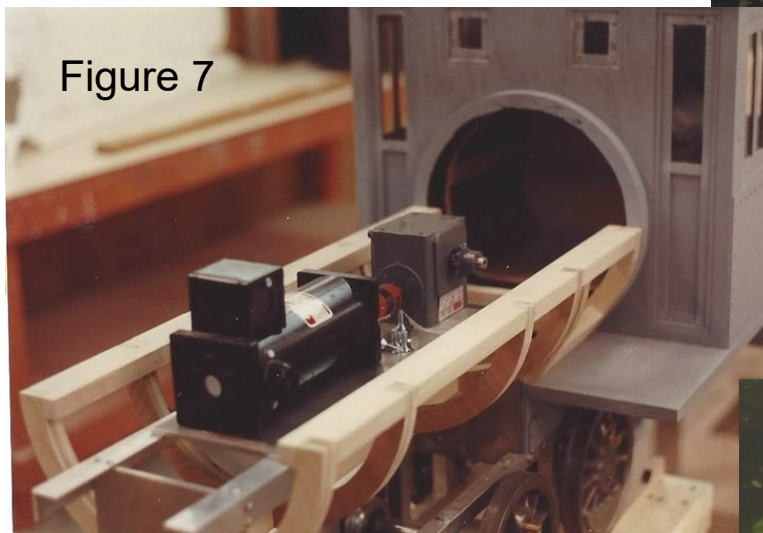


Figure 7

the gearbox fed a chain drive down to the front and rear drivers. The main rod and connecting rods were  $\frac{1}{4}$ ” aluminum, see figure 7).

What was really neat about it? Three people could pick it up and walk away with it, (see figure 8).

The tender was basically a plywood box. The frame was 2” by 2” boards with a sheet of  $\frac{3}{4}$ ” AC plywood on top.

The rear and side panels were Formica countertop, and the rounded rear corners and the round front of the tank extensions were plastic pipes.



Figure 8

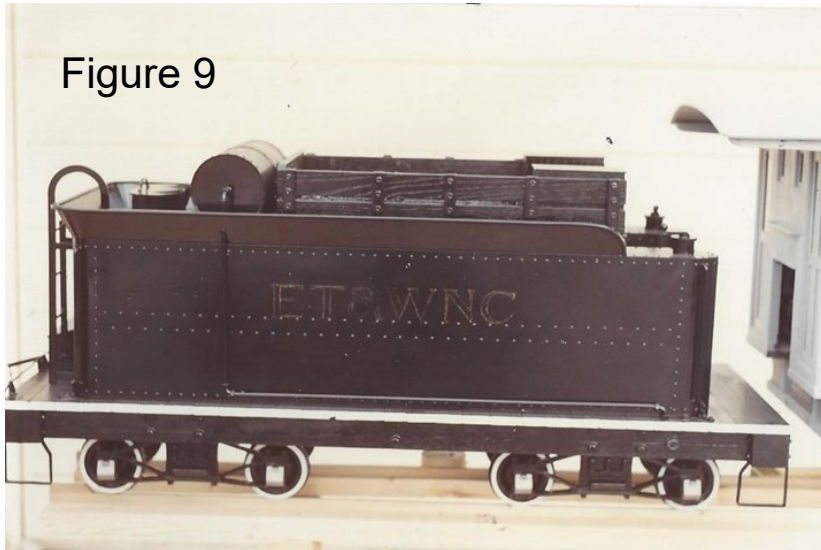
# How I Built My Ride-On Train

“PART ONE” (Part Two will be in next month’s issue)

By John Crompton, FGRS Member

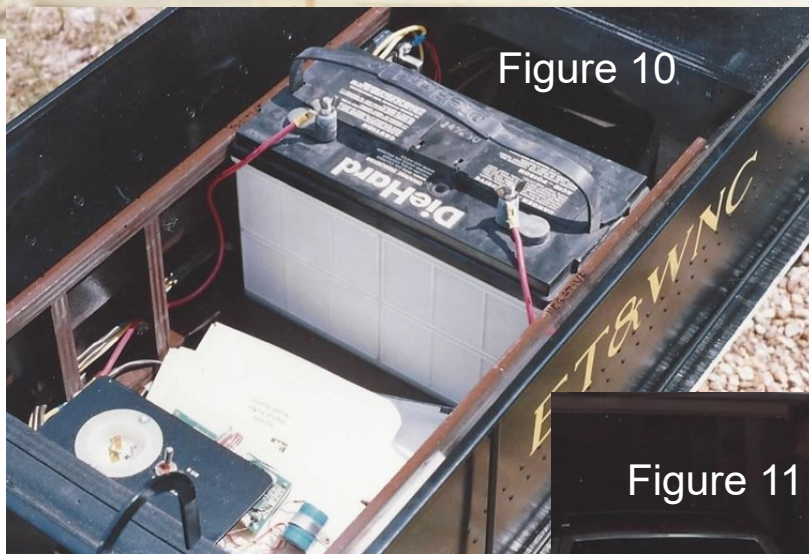
The rivet detail was brass round head upholstery tacks, (see figure 9).

Figure 9



Everything on the top, including the coal bin was on a deck that lifted completely out, (refer to figure 4). The water hatch much was made of 1/8<sup>th</sup> inch plexiglass and was functional. Opening it exposed the power on-off switch and the battery charging socket, (see fig 10).

Figure 10

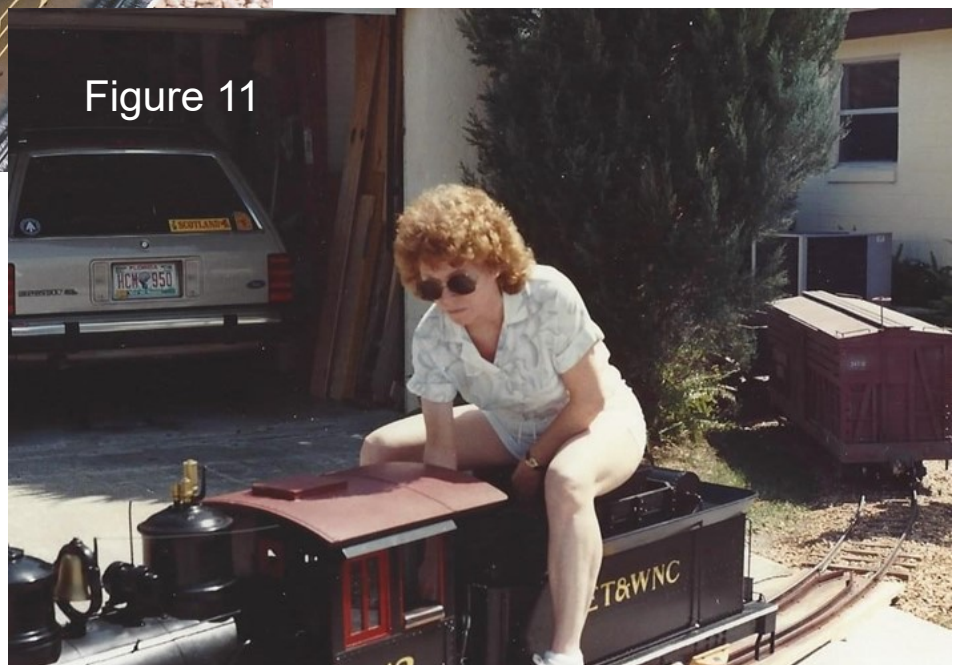


I built my own trucks. I went to Railroad Supply Corp. in Nashua, New Hampshire and ordered four, 7 1/2” gauge, wheel-sets for the side frames and bolster bar, I made wood patterns and took them up to a little foundry in Orlando and they sand cast them in

aluminum. I took them home, cleaned them up and put them together and they rolled smooth and free as silk.

...To be continued in next Month’s Issue.....

Figure 11







# New FGRS Garden Railroads “Under Construction”

## Mike and Tracy Walls New Layout Submitted by Mike Walls



We started the RR layout in September 2019, bringing in many yards of soil and retaining wall blocks for the terracing. Currently, progress slowed due to the summer heat and rain, but we hope to be running later this month.

We named it the Cobblestone Railroad. It was started with a basic layout of retainer stones. (#1) Then, after rethinking the size, here's Mike laying a terracing wall. (#2)



Our third picture is of Tunnel # 1 of sev-

eral, with plantings already in place. We refurbished a steel bridge we found at the Tampa Train Show, and



put an old covered bridge to good use. (#4)



# New FGRS Garden Railroads “Under Construction”

This layout will have lots of canyons, bridges and tunnels. We like mountainous terrain and placed a farm up on the



hillside. Notice the vines already growing on the walls in the background. (#5)  
Here’s our village, these cement buildings should last a long time. (#6)



Tracy trims the ground cloth under our free floating roadbed on paver base which is 6” deep. (#7)



Our Camping World stadium is under construction, here. (#8)  
Track is being laid through a new canyon. (#9)



# New FGRS Garden Railroads “Under Construction”



## Artie Johnson’s New Layout Ft Myers

New member, Artie Johnson, in Ft Myers, lives in a mobile home park, but as with some of our other members in a similar situation, he is not letting that stop him from building a garden railroad.

Starting from around the hot tub (#1), it loops out through the flower garden (#2) and along the edge of a retaining wall. (#3) Should be a pleasant railroad for train watching, when I get it done.

*Artie*





# New FGRS Garden Railroads “Under Construction”

## Steven James New Railroad Spring Hill, Florida

It's called the RJS Railroad.....

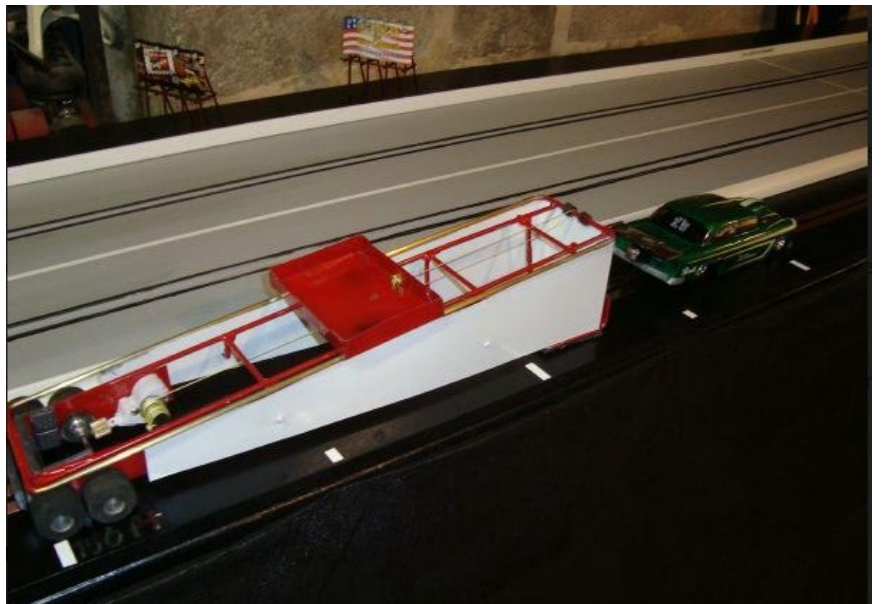
As for myself, I came to Florida in a round-about way actually. I'm originally from Atlanta Georgia where I had lived for many, many years until I was in a horrific accident (Was hit from behind by a Tractor Trailer truck whom never hit his brakes.) That was almost five years ago.

I broke my back in 3 places and had to have many surgeries. Through it all I ended up losing everything and had to move to Florida where the cost of living is much cheaper and start rebuilding my life..... I just brought my home and had made a promise to my son (who has autism) that if I ever recovered and got a home, I would build a garden railroad for us to enjoy. From a very young age,

I've been modeling everything from model cars (won awards for), to scale HO and N scale layouts, to a slot car dragstrip and 1/32 slot car dirt track that replicated a dirt track in Ga. named Dixie Speedway. Even made scale pulling Trucks with a working slide!

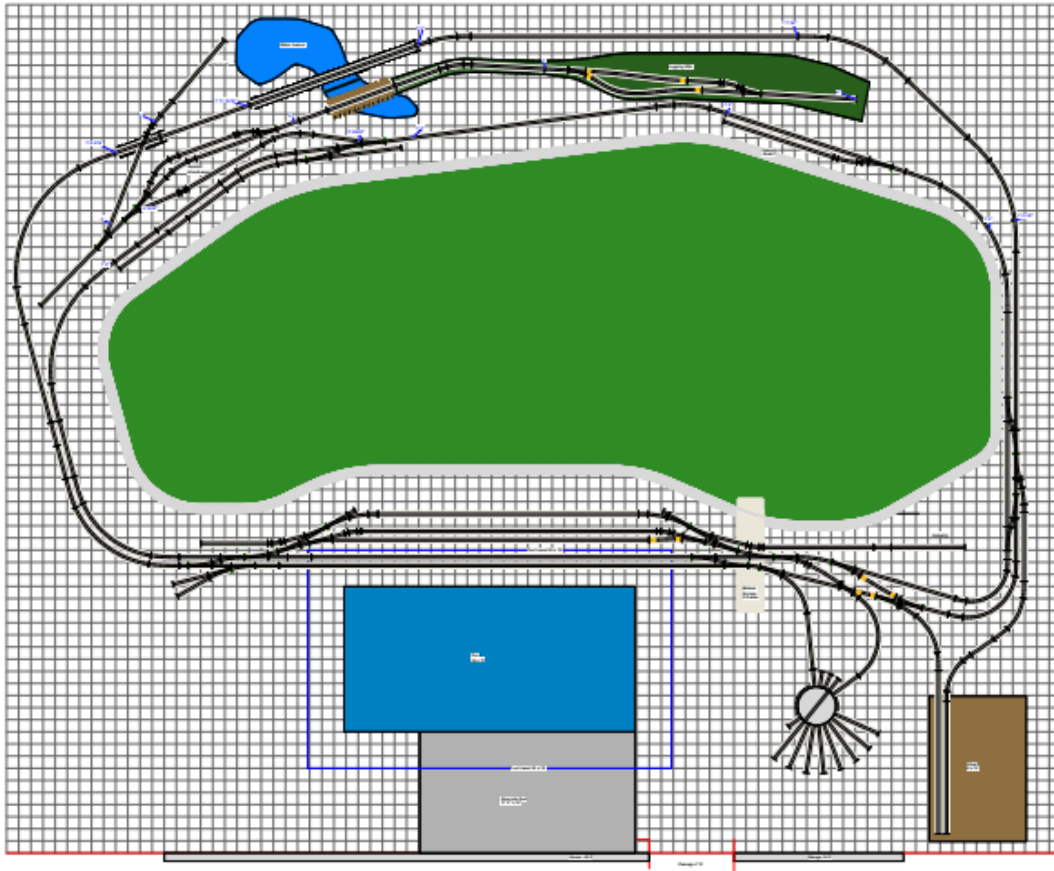
From a very long time ago, I wanted to build a garden railroad as I've always been fascinated by trains and how they work.

And even though I don't know everything about the working side of it, it was one of the things I wanted to incorporate into this new layout. I'm so excited about bringing it to life and sharing it with others too!





# New FGRS Garden Railroads “Under Construction”



I've been working with professional model builder, Airheart, from <http://www.farbeyondrails.net>, and with his help we came up with this layout.

The track in phase 2 will have over 900 ft of running space (phase 1 has over 805 ft of running track). It will feature a working yard and 2 main lines. Eventually a 3rd phase will have it running to the front yard as well, and will give it over 1,400 ft. of running track.

It also will feature a logging operation with separate tracks, and an electric turntable (ouch when I placed that order! haha)...And a separate staging yard and workshop to store the trains.

Looking forward to running the trains!

*Steven James*

# Visit to “Entertrainment Junction” in Cincinnati, Ohio

## A Definite Must Visit!

Submitted by Fred Weber, FGRS Event Chair



Millie and I spent a wonderful afternoon at this 30,000 square foot facility featuring G Scale Model trains and impressive layout. Our adventure began with the beginning of the railroad system featuring mines, lumber mills, farms and steam locomotives. As we traveled through time, diesel engines traveled past a Woolworths Store, Arthur Murray Dance Studio with full interior models and very impressive buildings of all shapes and sizes.

The complete Coney Island Amusement Park (a local attraction) was featured upstairs with fully working amusements such as two roller coasters, bumper cars, carousel, gondola sky ride and many other rides. The display concluded with a modern-day city with modern-day trains.





# Visit to “Entertrainment Junction” in Cincinnati, Ohio

## A Definite Must Visit!

Submitted by Fred Weber, FGRS Event Chair



This layout has the “Wow” factor everywhere you looked. A fun part of the tour was the scavenger hunt that was printed on the back of the guide.

It was a real challenge to find everything listed but was a great way to find all the hidden gems throughout the layout.

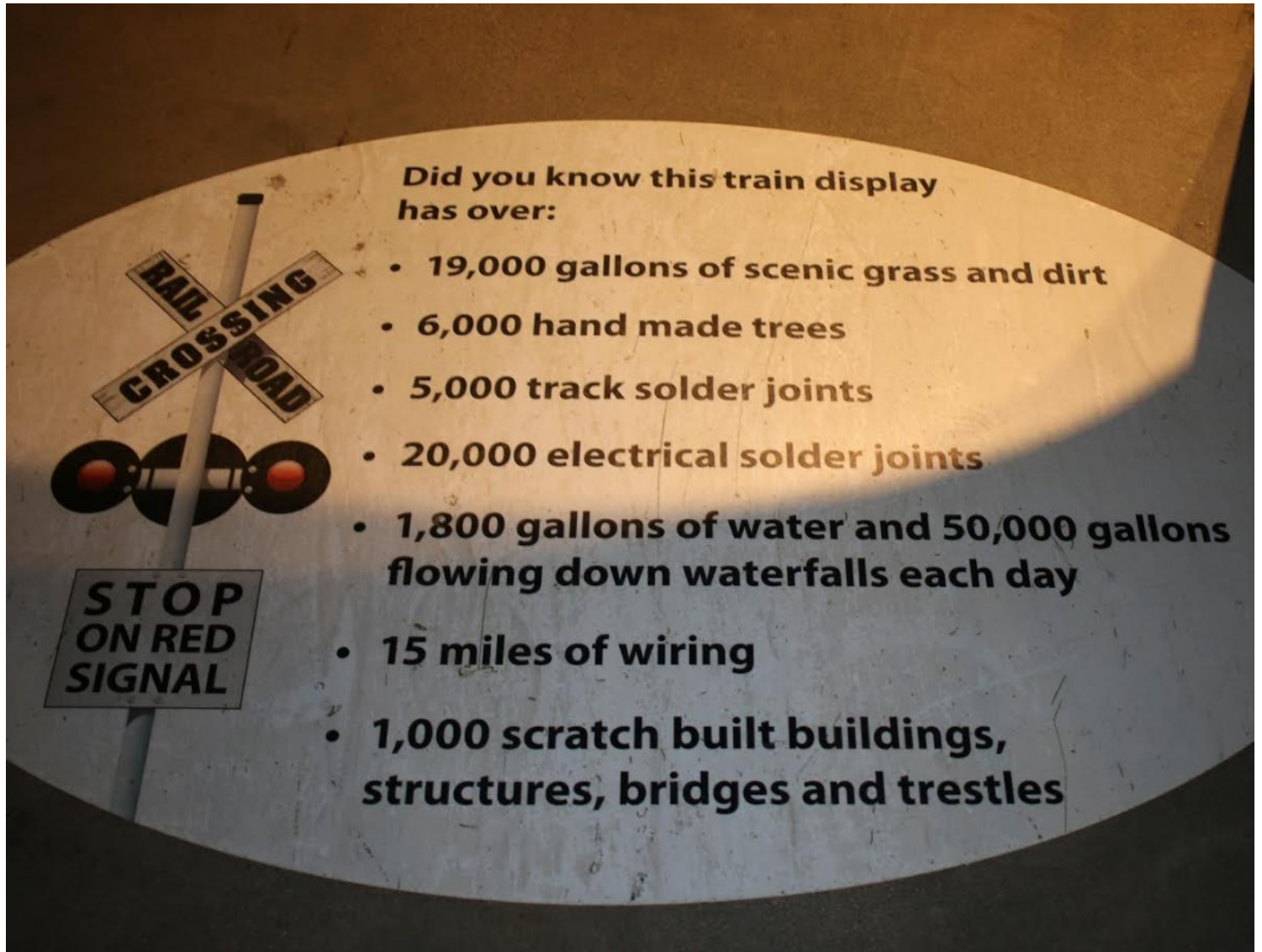
BTW.....much of the maintenance and operations of this 30,000 ft. layout is through volunteers, from the local G scale club.





# Visit to “Entertrainment Junction” in Cincinnati, Ohio A Definite Must Visit!

Submitted by Fred Weber, FGRS Event Chair



Another impressive feature of the layout was the 1800 gallon water system that ran throughout the layout beginning with a waterfall and ending with a creek with a total of 50,000 gallons flowing every day.

This is one attraction that should be added to your bucket list. The cost per person was less that \$10 and well worth spending an afternoon in amazement.

For more information go to <https://entertrainmentjunction.com/>





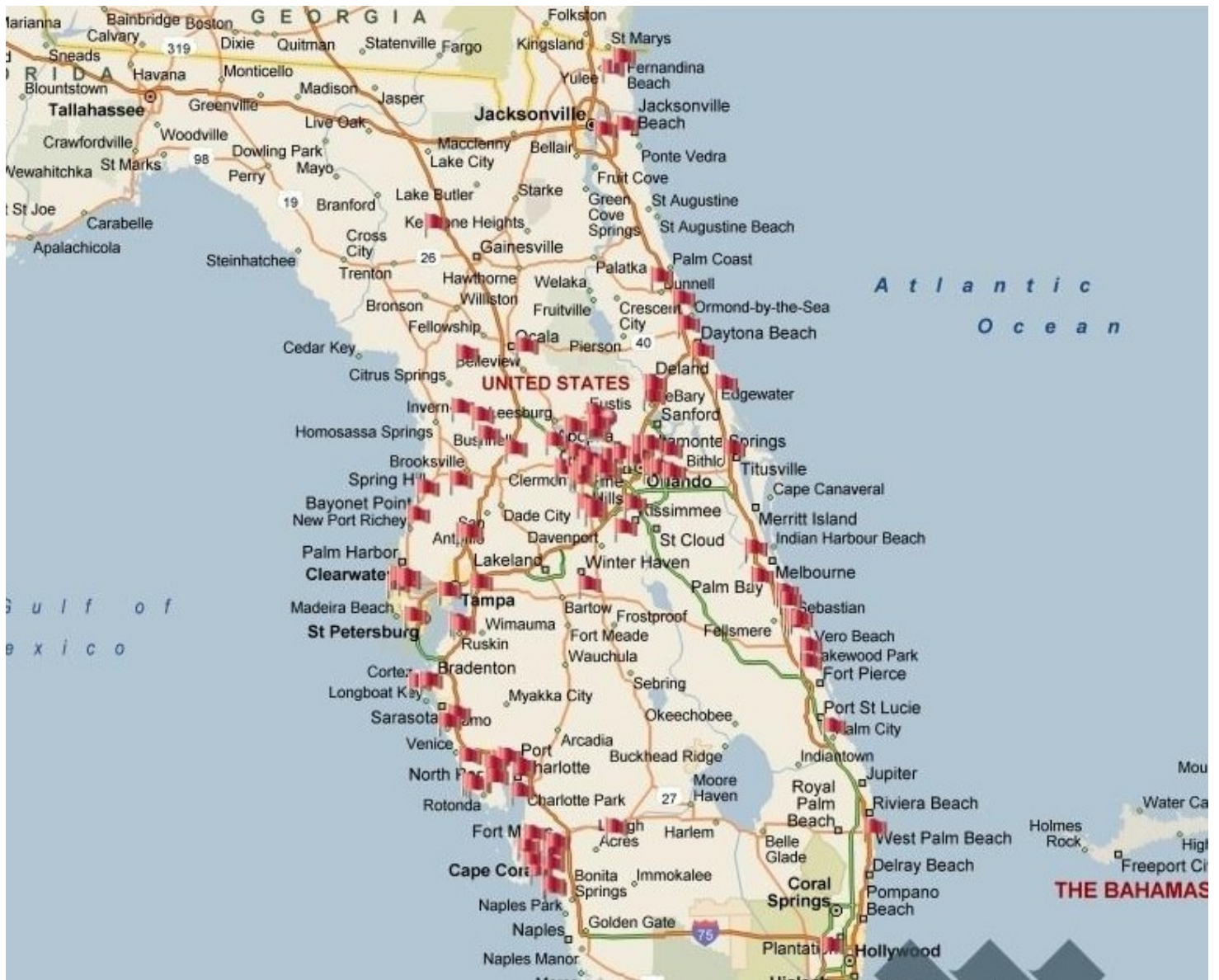
# Look At Us Grow!

## FGRS IS OVER 100 MEMBERS

Jay Archer, FGRS, Membership Chair

Okay, Garden Railway Magazine is closing, and even some great manufacturers and distributors are retiring and closing. But that doesn't mean our hobby is going that way. In fact our club is a great example of that. We have almost doubled our membership in the last few years.. The map below shows where members are located and you can see we are starting to gain density of membership in Central Florida and Southwest Florida. Our East coast is improving as well, which positions us well for when we can start "Fun Runs" a other activities together. In the meantime:

**(For members in your area, check out our membership roster at [FGRS.ORG](http://FGRS.ORG))**





# According to Wikipedia

## Union Pacific in the 19th century

WIKIPEDIA

The original company, the Union Pacific Rail Road was incorporated on July 1, 1862, under an act of Congress entitled Pacific Railroad Act of 1862. The act was approved by President Abraham Lincoln, and it provided for the construction of railroads from the Missouri River to the Pacific as a war measure for the preservation of the Union.

It was constructed westward from Council Bluffs, Iowa to meet the Central Pacific Railroad line, which was constructed eastward from Sacramento, California. The combined Union Pacific–Central Pacific line became known as the First Transcontinental Railroad and later the Overland Route.



*The Last Spike*, by Thomas Hill (1881)

The line was constructed primarily by Irish

labor who had learned their craft during the recent Civil War. Under the guidance of its dominant stockholder Dr. Thomas Clark Durant, the namesake of the city of Durant, Iowa, the first rails were laid in Omaha. The two lines were joined together at Promontory Summit, Utah, 53 miles (85 km) west of Ogden on May 10, 1869, hence creating the first transcontinental railroad in North America.

Subsequently, the UP purchased three Mormon-built roads: the Utah Central Railroad extending south from Ogden to Salt Lake City, the Utah Southern Railroad extending south from Salt Lake City into the Utah Valley, and the Utah Northern Railroad extending north from Ogden into Idaho.



# According to Wikipedia

## Union Pacific in the 19th century

WIKIPEDIA

The original UP was entangled in the Crédit Mobilier scandal, exposed in 1872. As detailed by *The Sun*, Union Pacific's largest construction company, Crédit Mobilier, had overcharged Union Pacific; these costs had then been passed on to the United States government. In order to convince the federal government to accept the increased costs, Crédit Mobilier had bribed congressmen. Several prominent UP board members (including Durant) had been involved in the scheme. The ensuing financial crisis of 1873 led to a credit crunch, but not bankruptcy.



As boom followed bust, the Union Pacific continued to expand. The original company was purchased by a new company on January 24, 1880, with dominant stockholder Jay Gould. Gould already owned the Kansas Pacific (originally called the Union Pacific, Eastern Division, though in essence a separate railroad), and sought to merge it with UP. Thusly was the original "Union Pacific Rail Road" transformed into "Union Pacific Railway."

Extending towards the Pacific Northwest, Union Pacific built or purchased local lines that gave it access to Portland, Oregon. Towards Colorado, it built the Union Pacific, Denver and Gulf Railway: both narrow gauge trackage into the heart of the Rockies and a standard gauge line that ran south from Denver, across New Mexico, and into Texas.

The Union Pacific Railway would later declare bankruptcy during the Panic of 1893. Again, a new Union Pacific "Railroad" was formed and Union Pacific "Railway" merged into the new corporation.



# Member Train Items “For Sale”

*This page has been created solely as a convenience to our members who want to buy and sell from other club members. FGRS takes no responsibility for the condition of the items or sale of items. Any transaction is completely between the buyer and seller.*

## Glenn Cooper is having a train sale.

- All in new or slightly used condition.
- Some new in box.
- Please call for the best prices and questions.

**Call 352-765-4119**



General store unknow no box like new \$75



Aristo Farm House Like new, no box \$65



Side 1

Side 2

Pola switch tower no box like new \$30



Bachmann US mail rail truck with box little use \$150



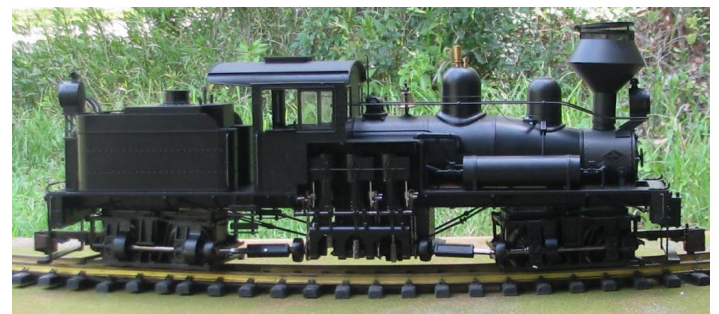
# Member Train Items “For Sale”

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**More...Glenn Copper is having a train sale.**



Bachmann Shay 38 Ton with box runs great \$350



OPPOSITE SIDE

SIDE ONE

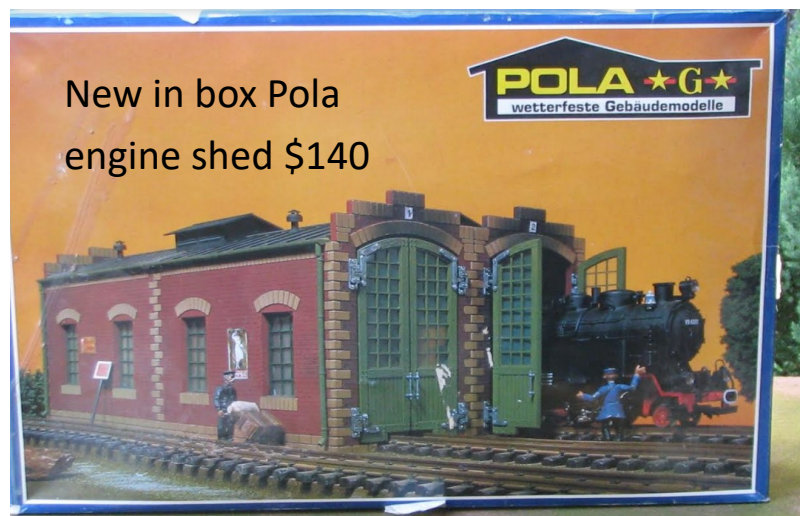


Aristo Carnation Milk with box \$35

Aristo Parrot Potatoes with box \$35



Aristo cover bridge with box \$50



New in box Pola engine shed \$140





# Member Train Items "For Sale"

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**More...Glenn Cooper is having a train sale.**

**Back**  
Piko western Building  
like new no box \$45

**Front**  
HARDWARE STORE  
TOOLS - TINWARE  
FIREARMS  
BUGGIES  
BOMBS  
SPRING  
WAGONS  
BARNES

Unknow : Corner door  
building no box like new \$75

\$50/box

Sq wood  
water tower  
no box like  
new \$80

Bachmann Phillips 66 tank  
with box \$25

Aristo Craft Like  
new No Box \$50

Two Bachmann coal hoppers PRR With boxes  
Both \$65

Aristo Gondola PRR with box \$35

Wood trestle  
bridge with  
extra bents  
included \$35

Aristo Dupont  
Tanker, no  
Box \$45

Bachmann Texaco  
Tanker /Box \$25

r shed \$100



# Member Train Items “For Sale”



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**Artie Johnson is having a train sale.**

**Call: 201-740-3379 for more information & pricing.**

**NEW AND STILL IN THE ORIGINAL BOX**





# Be On Our New FGERS Garden Railroads

## “Under Construction” Page

As you can see.....whether the front page montage, our “Tips & Tricks” section, our new FGERS

Garden Railroads “Under Construction” pages, member items for sale, etc., we are continuing to look for new ways to bring/immerse members into FGERS and add value for all members.

But none of this works without you! Sharing your worst and best moments as a teaching experience for other club members , sharing projects, layout designs, garden features all create member learning experiences.

So send articles/stories, ideas, pictures with text. What will make this newsletter more fun to read is seeing what members like you are doing, have done or learned. So a few guidelines to help me, help you.....

**1) When submitting pictures and articles to the NL please make sure the articles are written in Word and the pictures as SEPARATE .JPG attachments.**

**Imbedded pictures in an e-mail sometimes gets stripped off by virus software, or just come out weird. Separate attachments please.**

**2) A few sentences to be put in the NL is okay. It doesn't have to be long.**

**Please feel free to contact me at:**

**[fgrs.newsletter@gmail.com](mailto:fgrs.newsletter@gmail.com)**

**Thank you!**

*Ross*





### FGRS Membership Application

The Florida Garden Railway Society (FGRS) invites you to join a group of people who share a common Interest in large scale trains, both indoors, outdoors, or modules. We are a group of individuals, Couples, and families who enjoy socializing with others and participating in train related activities. Dues

\$30/YR for single or family memberships. Annual dues include subscriptions to FGRS Newsletter. All renewals are due in January. If interested in joining FGRS or to renew your membership, please Complete this application and send a

check payable to Florida Garden Railway Society (FGRS),

**Attn: Jay Archer, Florida Garden Railway Society, P.O. BOX 2695, Dunedin, FL 34697-2695**

Name: \_\_\_\_\_

Street: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_ Phone#: \_\_\_\_\_

E-Mail: \_\_\_\_\_

Would you like your information shared with the club members only? Yes \_\_\_\_\_ No \_\_\_\_\_

Name badges are \$12 each. If mailed add \$1.00. They have two lines: One for your name and the other line can have the town where you live or the name of your railroad.

First Badge

Second Badge

Name: \_\_\_\_\_

Town or RR name: \_\_\_\_\_