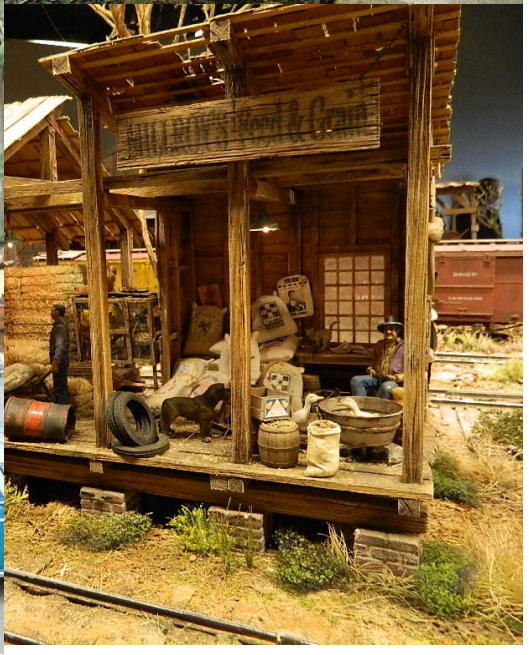


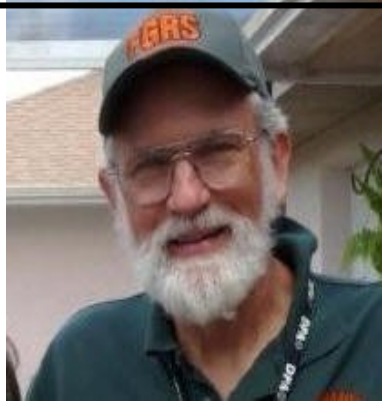


June 2020





June 2020



PRESIDENT'S NOTES FROM PAUL WAGNER

Employee of the Month!

If our board members were employees, I would nominate VP, Phil Barcelona, as "Employee of the Month"! In my wildest dreams, I would not have imagined it would have been possible to run a sale as he did last month - in the best of times - let alone during the middle of a pandemic. He apparently went without sleep for several days, cataloging the items, preparing them for delivery, responding to the scores of emails the sale generated, and personally delivering them to pick-up locations, all while observing social distancing procedures to insure everyone's safety. And next to Phil, credit goes to Tom Hite, Bruce Benardo, Fred Weber, Paul Marella, and especially Phil's better half, Cindy Baron – all of whom Phil generously credits in his report which you will see in this newsletter.

Goals and Sharing Your Fun

One of the articles you will find in this month's newsletter is a story of Gary Nichols, a FGRS member, who did a most unusual locomotive bash. He was published in the "Narrow Gauge and Shortline Journal", the definitive magazine for those who model narrow gauge trains. It certainly must have been an exciting project to build, but as he completed it, he wanted to share his excitement with others, and, in putting it out there, the recognition he received for the accomplishment became an additional source of satisfaction.

We have several other members who have been published, primarily in Garden Railways magazine. Charlie Beall's layout was featured on the cover of the October 2009 issue, which heralded an excellent article Charlie wrote about his layout.

In the August 2017 issue of Garden Railways, John Crompton shared with the garden railroading community his construction of a large factory for his layout, utilizing 3 Piko kits combined into one unique complex. If you're working on some new structures for your layout, it's worth taking another look at for his many "tips and tricks", in addition to the unique design of the project.

You need not be a "Master Model Railroader" to have something worth-while to share with the rest of us. I've never visited a garden railway I haven't learned something from. You may not realize it, but just beyond the camera's lens in some of those flashy articles is an unfinished portion of the railroad. Just zero in on something you take particular pride in, take some pictures, and jot down some remarks about it, and send it in. You can start out by sending it to us for posting in the Newsletter, which in some ways is more gratifying than being seen in a national magazine, since it goes directly out to your fellow Florida garden railroaders.

And, when you feel you are ready, send an article into Garden Railways, or other nationally distributed magazine. Gardening magazines, local attraction pamphlets, and handyman magazines have also published articles about garden trains. You will have the enjoyment of sharing your hobby with others, and you will find that it is also a great source of pride and satisfaction seeing your creation in print.

I think as we complete projects on our railroads, we do it to fulfill a dream of creating something for ourselves that "lights our lights", and I don't think we are being vain when our enjoyment is multiplied many times over when others see it, and are excited by what they see. Everyone has the ability to do something in this hobby that he or she can be proud of. So set that goal.

Bring a project or portion of your railroad to the point where you would like to share it with us, and send it in. Contact me, or your Newsletter Editor, Ross Marvin to discuss your future article. In this issue, also check out Tom Hite's "how-to" article, and Keven Mars' new layout article – two more members who have done just that!

Your FGRS Board has had two “Zoom” meetings (video conferencing). We are making great headway in planning the future events, including a special September “Fall Operations Kickoff” all-day meet centrally located, which will include some special activities and a sale of equipment not yet sold to members. This equipment consists mainly of G scale buildings and accessories, although a few pieces of rolling stock still remain after the e-sale.

The 30 year FGRS anniversary celebration planning is progressing well. (See Fred’s article in this Newsletter) Sometime in February 2021 is looking good for a date, and having it somewhere in the Southwest region looks promising as there are 7 member layouts in that area for tours, a dinner train ride, and many other attractions. It will be a 3- day mini-convention, structured like a Garden Railway National Convention, and we will be getting a special discount from the host hotel for those of you who want to stay over. There are also many RV parks in the area for those who wish to “camp out”.

And pay special attention to the announcement of our first ever, Zoom Fun Run!” We are asking all those with PCs, laptops, tablets, and even cell phones to take them out in your yard to show the rest of us your railroad, running your trains, telling us about your railroad, and how you are coping with the “social distancing”. It is very easy, even if you have not installed Zoom on your device, you can join in by clicking on the link we will email to all of you. The details are in the “Fun Run” section of this Newsletter.

FGRS member Bruce Benardo from Englewood, underwent a serious bladder surgery on May 15th. He is doing well now, although a full recovery may take some time. He thanks all those who thought of him and wished him well. We’re looking forward to seeing you again soon, Bruce and Nancy!

Until then, Good Health and Railroading to All!

Paul

Paul Wagner

FGRS 2020 BOARD MEMBERS



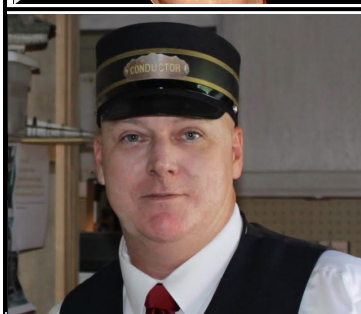
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June 2020 Newsletter Contents

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

CLUB NEWS

- 1) June 13th Virtual Fun Run Using "Zoom" (Page 7)
- 2) Tentative Schedule of 2020 Train Shows (Page 8)
- 3) Club Event Layout (Page 9)

ARTICLES

- 1) FGRS Members Debunk Myth about MEN (Page 10)
- 2) Gary Nichols Scores Article In National Magazine (Page 14)
- 3) Not just Truckers...Railroaders are Heroes too! (Page 16)
- 4) Hartland Locomotive Works is Closing! (Page 18)
- 5) Florida's Forgotten Railways, Roads, and Places (Page 19)
- 6) Installing My "Rail Pro" Train Control System (Page 20)
- 7) Train Room with A View (Page 25)
- 8) Durango & Silverton Buys White Pass & Yukon MLW Diesels (Page 27)
- 9) Three Day Event 30th Anniversary Celebration Update (Page 30)

FORMS & GUIDELINES

- 1) NEW FRONT PAGE & Submission Guidelines for the Newsletter (Page 31)
- 2) FGRS Application Form (Page 32)

FGRS Fun Runs

We're not quite ready for FGRS meets at people's homes yet, but in the meantime:

June 13th – “Zoom” Fun Run

We have scheduled a FGRS “Virtual” Train Meet - a “Zoom” Fun Run! We invite everyone to join this Zoom Teleconference on your PC, laptop, notebook, or tablet, on June 13th. If you have a laptop or tablet computer, you could easily take it out into your yard, and, after introducing yourself on camera, point it at your garden railway, preferably with trains running, and show us your stuff! Or just join the meeting from the comfort of your computer room, and enjoy. Whoever is speaking will be seen and heard, full screen, on everyone else’s screen. It will also work on a cell phone, but some of these are not powerful enough.

For those of you who have not used this e-meeting tool, it is dead simple - you don’t even need to have a Zoom account or program loaded on your computer. There are tutorials on-line if you would like to learn how it is done. You will get an email from the meeting host on Monday June 8. On Saturday, June 13th, click on the link you will see in the email, and follow the instructions. If you have Zoom on your computer, it will open it for you; if you don’t, it will help you download it. It is free to use, and now very secure. FGRS owns a license for up to 100 people to get on a Zoom call, all at the same time. I’ll be on it running my Southern Crescent train!

Paul

Paul Wagner

2020 TRAIN SHOWS

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

August 29, 2020 Pinellas Park
Lopez Hall
7177 58th Street N
Pinellas Park, FL 33781

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

Vendors- Running Train layout- Indoors- Food- Free Parking
All Shows 9-2
\$5.00 Adults Children under 12 free
www.regalrailways.com

For a Complete list of Train Shows go to http://www.railserve.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.

CLUB LAYOUT WILL BE AT THE FOLLOWING SHOWS

We are "looking closely at the trains shows relative to the pandemic, and hope to participate in shows again soon, but they presently are still on hold".



FGRS Members Debunk Myth about MEN

Written by Phil Barcelona, FGRS Vice President

The Time: May 16th 2020 at High Noon.

The Place 30th Anniversary Sale Headquarters: located in a small dumpster behind a closed Kmart, in a secret and undisclosed city reported to be in Florida.

And this is the rest of the story and some of the people behind it.

I was relaxing and working on my grass clipping collection when it started, 50 emails within the first 15 minutes of the sale, a total of almost 150 emails after 30 hours with Men, YES MEN shopping at this special Sale Event.

Never in the history of G Scale sales events held by FGRS have we ever seen some many pieces of equipment go to so many members. I have chosen to highlight a few of our participants in some special award categories. Now the winners will be awarded a set of broken plastic wheels, however due to the run on this item winners will need to be patient as we attempt to restock this much desired commodity.



The Most Envied Member at the Sale: Tim
of Jacksonville FL LGB Cleaning Locomotive

By far the coveted piece we had in the sale, with 7 different members requesting this item, Tim won the drawing. A new member in the last year his layout is only 1 ½ years old, but you could not tell it.

A truly inspiring garden railroad, set in a garden with a lot of Florida plants, 2 Koi ponds, a collection of bird houses and egg laying chickens. We hope to get the opportunity

to invade his back yard during the FGRS 2020-2021 Operation Season.



FGRS Members Debunk Myth about MEN

Written by Phil Barcelona, FGRS Vice President

The Member who got the Biggest Lift: Robert from Bradenton FL.



He won the USA MOW Crane car with the hook. What a great addition to the Oscar Meyer Wiener car he has brought to run on the Kid Zone during Tampa Amtrak train day.

Most Disappointed with No Sound. Bob from Grant FL.

A long time member, I assured Bob I would leave no Ties unturned in trying to find a Harley Davidson sound car for his caboose. I mean what is a G Scale layout if you don't have a Harley motor sound on the tracks?



The Most Powerful member in the event. Charles from Kissimmee

Yes if you look real close you will see 2

steam engines with tenders and a FA & B unit which means he will have 4 engines to pull his 1 Boxcar.





FGRS Members

Debunk Myth about MEN

Written by Phil Barcelona, FGRS Vice President

Member that woke up the next morning and asked, I bought what? Dean from Port Charlotte, FL.

Dean bought the most equipment from the sale, he emailed me late Sunday morning after he had bought several pieces on Saturday. Wrote he was going to buy more items because he wanted our Sale to be a success. I think it's a tribute to not only the families who donated the equipment to our club, but also to the members who have consistently supported FGRS with their yearly investments and funds for events like these. As to Dean I did have to eat some Wheaties to deliver his equipment, though I did consider getting a quote from 2 Men and a Truck first.



Thank You!!! Thank You!!! Thank You!!! Thank You !!!

Again a **thank you** to the family's of Richard Oldenburg, Ted Cover, Kevin Mitchel and Chuck Secard whom donated their collections to FGRS. These generous donations and the participation of over 25% our members and their purchases will support FGRS mission of promoting Garden Railroading in the State of Florida.

Then a couple of train whistle blast to the supporting cast that made this event possible. Paul Wagner, Tom Hite and Bruce Benardo for picking up and in some cases taking up the train collections.



FGRS Members

Debunk Myth about MEN

Written by Phil Barcelona, FGRS Vice President

Paul W. again for helping me organize the collection and load it into the trailer. Fred Weber for spending a day at his outdoor track testing and in some case working on the locomotives, also for delivering purchases in the Central Florida Area.

Ross Marvin and Jay and Melinda Archer, Paul and Fred for calling our membership with a sale reminder, Fred and Millie for running the drawing and last but not least Paul Marella that has not only helped with the pictures, but makes himself available anytime I called him, be it working a day in some city helping with the Kid Zone or just helping doing some club business.

I also must thank Cindy by better half, for coming back and picking me up the 2 times she ask me to get out of the truck during the 3 days we spent delivery items to the members around the state. Who could have known she would not want to talk about trains for 25 hours or so?

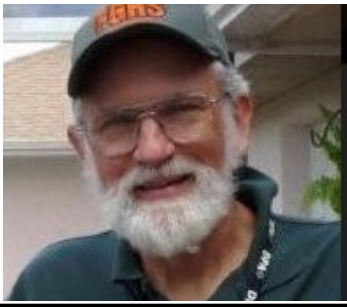
If I missed thanking anyone it is only because I don't like You... I am only kidding; the members need to give themselves a hand for the effort and response to this event.

Phil

FGRS Vice President

P.S. Please let the newsletter know (fgrs.newsletter@gmail.com) that you would like to **Ban** the V.P. (me) from contributing to this publication. If Not it will be your fault that I will be back.

Next Month in the VP Column: I will highlight the smallest layout and the biggest train in the FGRS, all in one of our members' back yard.



FGRS Member, Gary Nichols Scores Article In National Magazine

Submitted by Paul Wagner

When Gary Nichols told me about his latest recognition for modeling a very special locomotive, it was hard for him to hide his excitement. He had won some awards with this engine back in 2017 at the national Narrow Gauge convention, but there's nothing like getting a byline in a magazine.

In his words, "I just got the May / June 2020 issue of Narrow Gauge and Short Line Gazette and love the way the photos and article look on my kit-bashed 1/8n14 Shay. And while the article isn't "On the cover of Rolling Stone" as they say, it feels pretty close to that for me. I'm SO happy to have made it into the Gazette after all these years. It is one of the finest model train magazines around."

This engine is modeled in 1-1/2" to the foot scale – in other words, the same scale that is used for ride-around trains operating on 7 -1/2" gauge track – but this one runs on One Gauge track ("G"), the same track that most of us have in our back yards! So the One Gauge track now represents 14" in the new scale. This engine is like a miniature, estate, or light industrial loco.





Gary explains: “The #8 is based on a 1/20 Bachmann 3-truck Shay. The length is about the same, at 28”, but the pilots are now just a tad narrower than 7” wide, the roof would almost fit in a 3-ring binder, at 8” x 11”, and roof and stack are about 10” tall. Keep in mind a scale person in 1/8th is 9” tall - shorter than a GI Joe, but a LOT bigger than a 1/20 figure. It isn’t based on any one prototype, but is sort of a miniature / light industrial loco.

I will eventually have a string of tipper ore cars to haul copper ore, a separate set of MOW cars including a weed control / fire-fighting car, a few short revenue cars, a crew car / caboose, and a set of logging disconnects to pull behind it.”

Can you imagine an 8” wide engine running around your garden railway? I hope we can talk Gary into bringing to an upcoming meet. It will take a layout with some huge clearances to let it run though.

Not Just Truckers!

Railroaders Are Heroes, Too!

Posted by Jim Wrinn Saturday, March 28, 2020
(Courtesy of the Central Florida Railway Historical Society) FHRS)

Railroads Vs. Coronavirus: Not Just Truckers! Railroaders Are Heroes, too!



As we endure the evolving Coronavirus pandemic, railroads are not getting their due in the general media for the role they play in the economy.

They're not getting noticed for moving the coal that keeps the lights on in many homes and that creates the consumer goods that families need in an emergency – yes, we are talking about that elusive toilet paper! All week long, I've been

monitoring major television news sources.

They've rightly given the bulk of their praise to healthcare workers and public safety workers on the front lines of the pandemic. They've also stepped back, and in the last week, I've seen full features on the valuable role the trucking industry plays in delivering consumer goods. They portray truckers in latex gloves and isolation masks as heroes. I cannot argue with that: They are dedicated people doing their jobs in a difficult time to keep the shelves stocked. But railroaders everywhere are heroes, too. They're moving the basic materials that create cleaning products, sanitize public water sources, and a whole lot more. They're working in difficult conditions, too, and what is always a challenging physical and mental task has become even more challenging. Our freight railroads are just not getting the credit they deserve in the general media. Some railroads have done a commendable job of telling their stories online in their own venues. Union Pacific's Inside Track newsletter, and promoted on Facebook, had an excellent story about its efforts to keep cargo moving.

Not Just Truckers!

Railroaders Are Heroes, Too!

By Fred Grimm (Courtesy of the Central Florida Railway Historical Society) FHRS)

BNSF Railway and CSX also had Website-based content about their efforts to keep stuff moving. BNSF, which ran a consumer-based ad many years ago, did especially well with a graphic about how it keeps essential goods moving.



Others were not so public-minded.

The Association of American Railroads on its Website Friday thanked Congress for help in the relief bill for railroaders unemployed as a result of CV19. Under a Coronavirus headline, AAR took readers to a short story about safety and railroad investment since the Staggers Act in 1980. Norfolk Southern issued the latest of five letters from Executive Vice President Alan Shaw that was obviously aimed at shippers. Why am I not seeing heroic railroaders on the major television networks? A big part of the problem is that railroads have largely given up on broad-based public relations efforts, cut staffs in that area to the bone, and tried as hard as possible to be invisible.

That effort has been underway for years, and it's yielded an entire generation of journalists who don't know what a railroad does, what their names are, or why it's important. It's a shame. American freight railroaders are heroes every day, but even more so during a major national emergency.

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Fax (219) 324-8078
www.h-l-w.com

May 28th, 2020

UPDATE to Dealers and Customers of Hartland Locomotive Works:

- *H-L-W is closed for production indefinitely*
- *Shipping inventory while supplies last*
- *Warranty, parts and service to remain open*

Dear Valued Customer,

It is with heartfelt sadness that I must inform you that Hartland Locomotive Works is closed for production indefinitely.

Due to hardships we have been experiencing related to COVID-19 and to mitigate the challenges our overall business is facing we have been forced to close production of our train department. We may reopen production down the road. But at this time, we cannot, in good faith, make any guarantees. Therefore, for all intents and purposes, you should consider our production closed.

We will remain open to ship any current inventory, while supplies last.

In addition, Phil, in warranty, parts and service, will continue to remain open.

His phone number and hours of operation are as follows:

Phil Jensen (402) 571-2933 - Tues. & Thurs 8 a.m. - 1 p.m. CST

On behalf of myself, the Coates Family, and the rest of the gang here at Hartland, we would like to thank you with the utmost sincerity for your valued business and loyalty over the last 25 years! For myself personally, it has been so much fun playing trains and getting to know you all over the years! I have made friends and memories that I will cherish forever.

It has been a sincere honor to get to know you all. Hopefully our tracks will cross once again down the road.

In the meantime, our phone line is open but experiencing limited hours, please call if you need to place an order at 219-362-8411 or you can e-mail us at info@h-l-w.com

Sincerely,

Becky Coates & Hartland Family-Manager-Hartland Locomotive Works

**Hartland Locomotive Works is Closing!
Here is a Copy of The Letter to Dealers.**

DESIGNED • MANUFACTURED • ASSEMBLED • LAPORTE, IN U.S.A.

Florida's Forgotten Railways, Roads, and Places

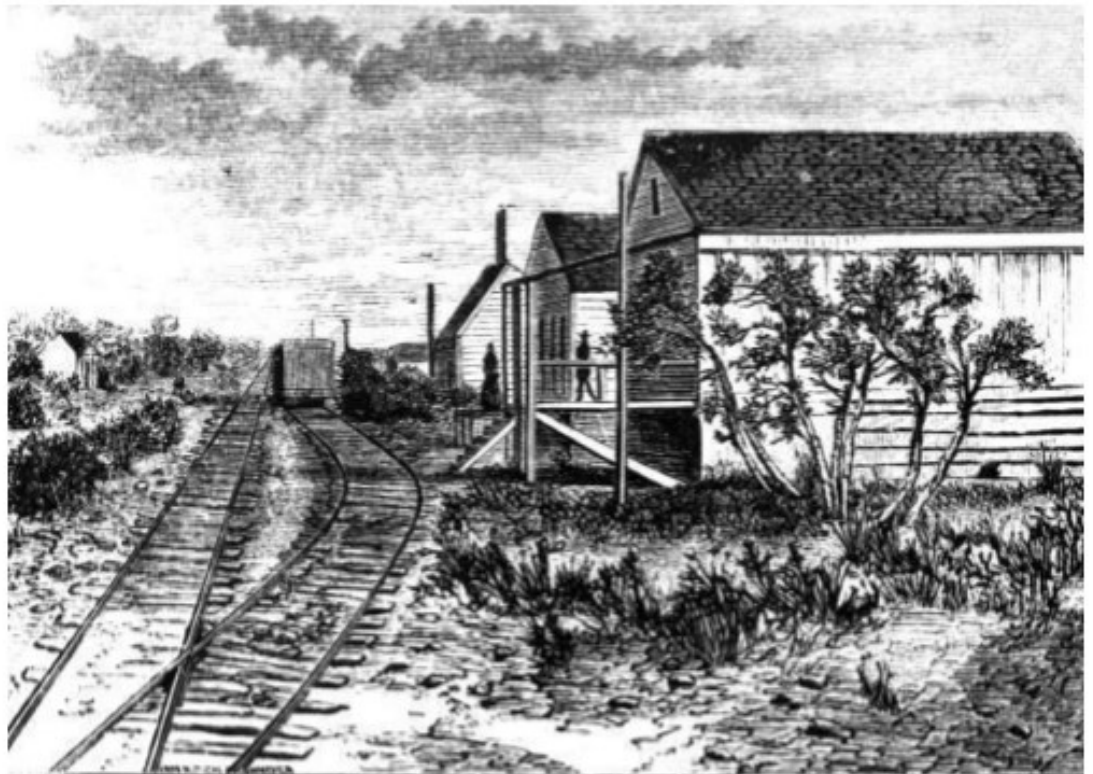
In 1831, the first land grant to a railroad in the United States was handed to the Tallahassee Railroad. It was to connect the capital of Florida, Tallahassee to the St. Marks River, 22 miles south.

The railroad was completed in 1837 and extended to Port Leon a few years later. Its main purpose was for farmers to haul cotton and send it to mills in New England.

The Port Leon connection did not last long, as it was hit by a major hurricane in 1843. Nonetheless, the railroad played a significant part in the Civil War, moving Confederate troops to the Battle of Natural Bridge in 1865.

The line was handed down to the Seaboard Air Line Railroad, which merged with the Atlantic Coast Line to become the Seaboard Coast Line Railroad. In service for nearly 150 years, the line was finally abandoned in 1983.

The right of way became one of Florida's first Rails to Trails projects, as it is now the Tallahassee-St. Marks Historic Railroad State Trail.



ST. MARKS, FLORIDA.



Installing My "Rail Pro" Train Control System

By FGRS Member Thomas Hite

My first objective was to get a correct sized NEMA4 box to put all the RailPro (RP) control modules into. It needed to be weatherproof. Here is the completed box (pic 1).



Pic. 1

To complete it I had to drill a hole for a piece of conduit to go up into the attic. As you can see in (pic 2) I have a waterproof coupler that has an 'O' ring to prevent water from entering the box. Here is what it looks like installed (pic 3). Now you can see it installed on the side of the house (pic 4). The conduit goes up into the attic.



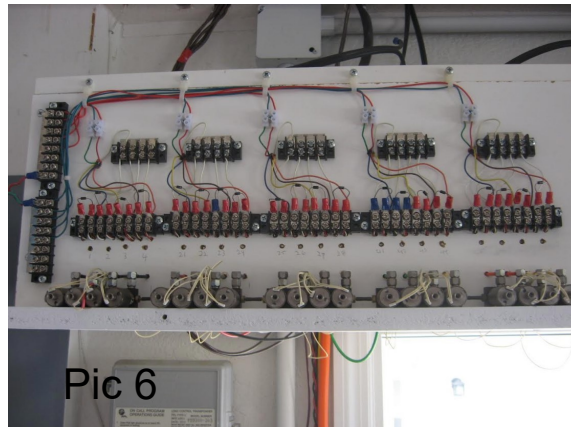
Pic. 2



Pic.3



Pic. 4



Pic 6

Now the wires are pushed up the conduit and into the attic (pic 5). All the wires end up in the control panel hooked up to there proper solenoid (pic 6) to allow air to flow to the switch to active the turnout.



Pic. 5

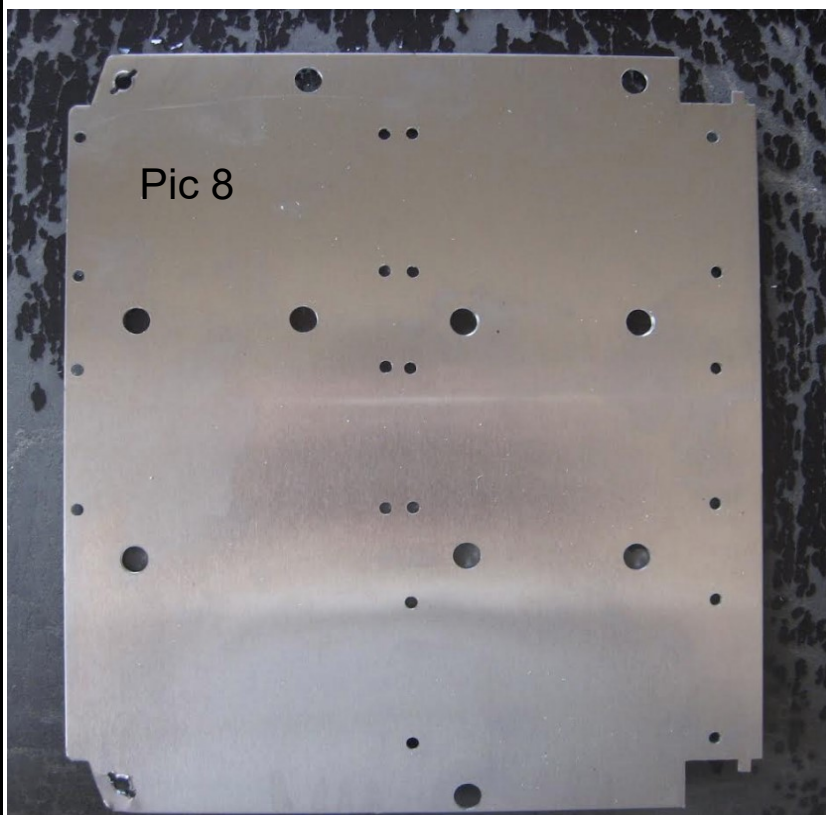
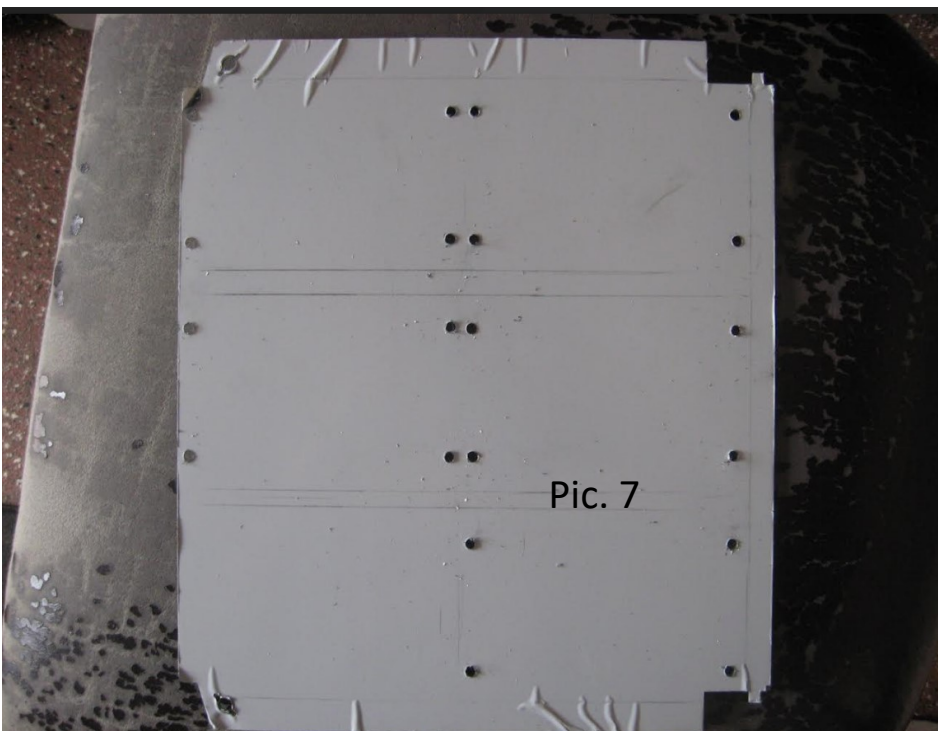
solenoid (pic 6) to allow air to flow to the switch to active the turnout.



Installing My “Rail Pro” Train Control System

By FGRS Member Thomas Hite

Each AM-1 control module needs 7 wires to function. I used 18/7 thermostat wire. Works out perfectly. If you look at the picture the terminals to the left are energized with 12V DC, Red wire Pos and Green wire Neg. these wires power the AM-1's. There are 5 Am-1's and are grouped as you can see. There are 5 wires that carry 12v back to the solenoids. The white wire is common which goes to all the solenoids. Then there are blue, yellow, brown, and orange wires. Each color controls one switch in the group. The



diodes are to prevent back emf so there is no reverse current caused by the solenoid when it shuts off which could burn out a circuit in the AM-1 module. Now a mounting panel needs to be made to hold the 5 AM-1 modules in the NEMA4 box.

Here is the panel with all the holes drilled out to hold the AM-1 modules (pic 7).

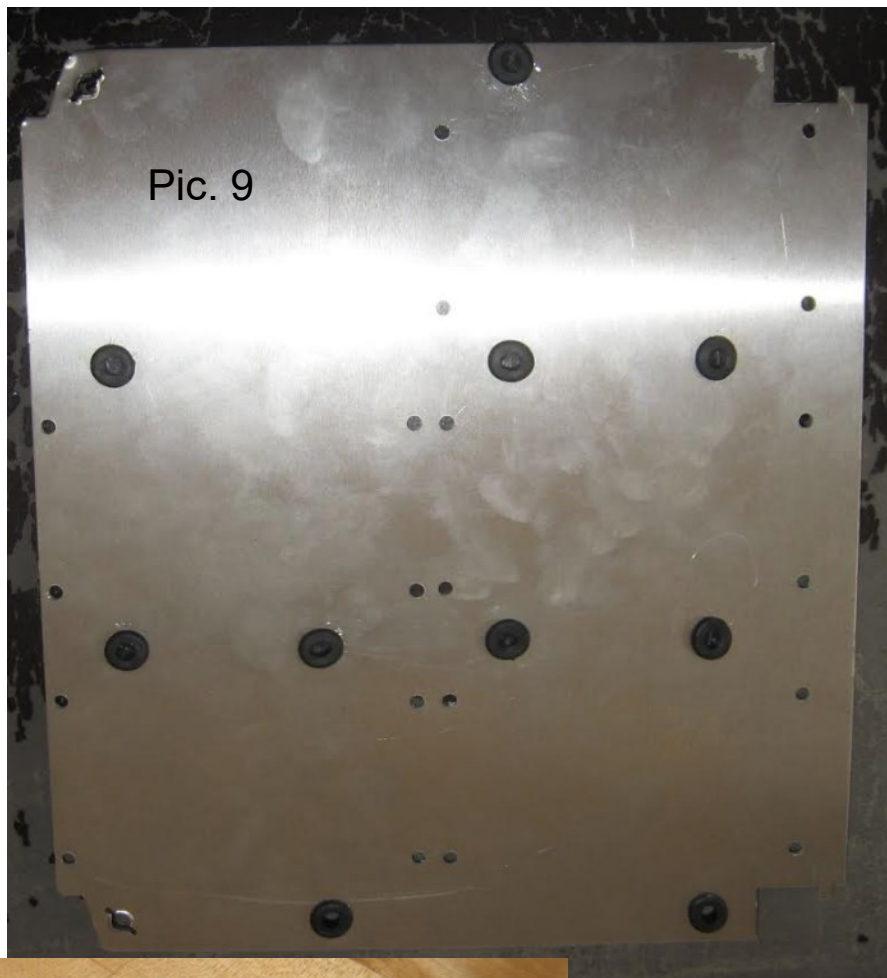
Here is the final panel with all holes drilled and the protective plastic removed (pic 8).



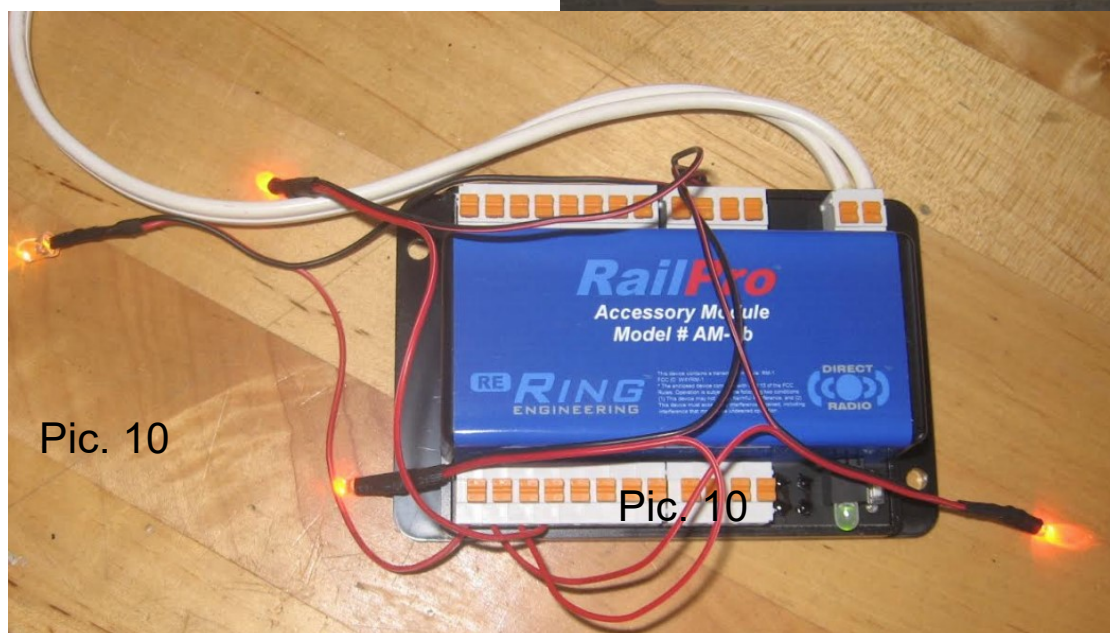
Installing My “Rail Pro” Train Control System

By FGRS Member Thomas Hite

With all the holes drilled it was time to put in wire gromets to keep wire from chafing when the panel is opened and closed (pic 9).



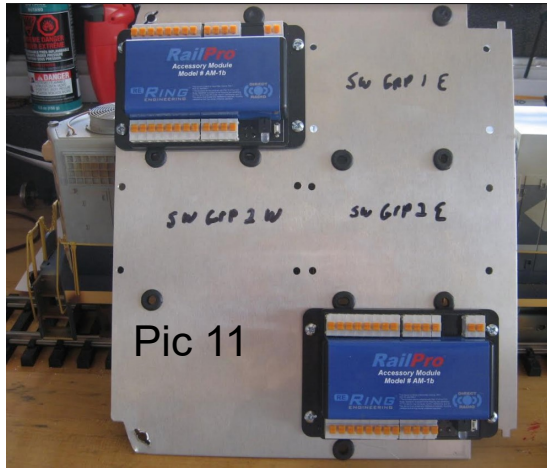
Now after programming the model it is bench tested before attaching it to the panel (pic 10).





Installing My "Rail Pro" Train Control System

By FGRS Member Thomas Hite



The LED's are turned on and off to simulate a switch command.

After all the AM-1's are programmed they are placed on the panel (pic 11).

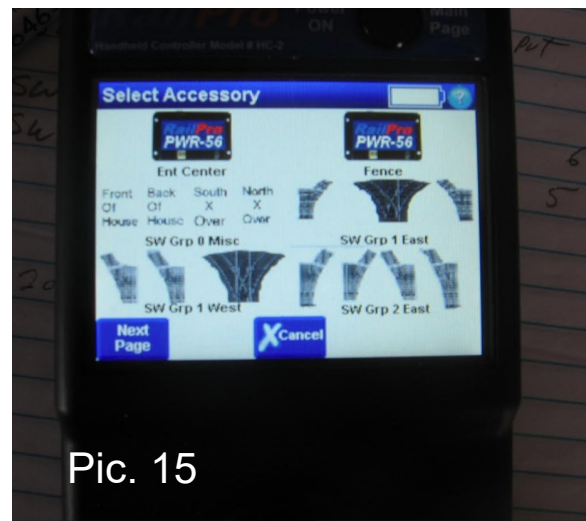
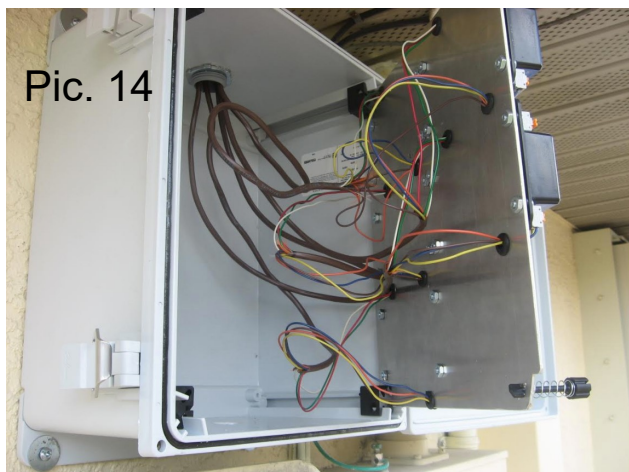
Since the programs are different, they must go on-to the panel where they belong, they are ordered by position in the yard.

The panel is now placed in the box (pic 12) and I show 2 AM-1's hooked up. Followed by the rest (pic 13) showing the panel in the closed position.



Shown here is panel opened to access the wires should there be any problems that need to be addressed (pic 14).

To operate switches, I select the switch group from the accessory main menu (pic 15).



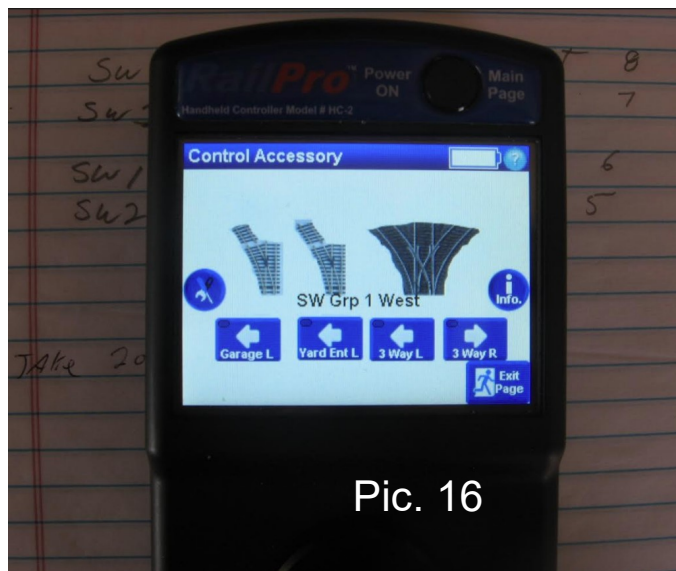


Installing My “Rail Pro” Train Control System

By FGRS Member Thomas Hite

In this case say you touched “SW Grp 1 West” you will now have control of the 4 switches in that group (pic 16).

As you can see there are 4 buttons. When a button is pressed “Garage L” the upper corner turns green and that switch is activated to the diverging left. All buttons are user defined. I chose to end the description with an “L” or “R”.



Pic. 16

The 3-way switch is a little unique. Do nothing and you go straight ahead. Push the button to for left and go left same for right. However, if you push both the left one will win.

All switch groups are close together on the layout so when you are doing switching operations you can stay on the same accessory module. However, when you need to jump to another group you just touch the picture and a list will appear for the other groups so you can choose which one you want. Amazingly fast and simple.

Stay tuned in a subsequent issue I will have other projects and a look into the programming language itself that allows you to control any number of projects you have from switch control which we have just discussed to controlling motors and sound which is really neat. *Tom*



Train Room With A View

Written by FGRS Member Kevin Mars

Bought old 1981 mobile home in January and by February decided the new railroad had to be built in the Florida room (Debra calls it the train room with a view)

It's a simple platform construction with center cutout.



Covered with outdoor carpet and the mainline was laid, clamped, and nailed down.

The two point to point tracks are free to easily adjust at whim.

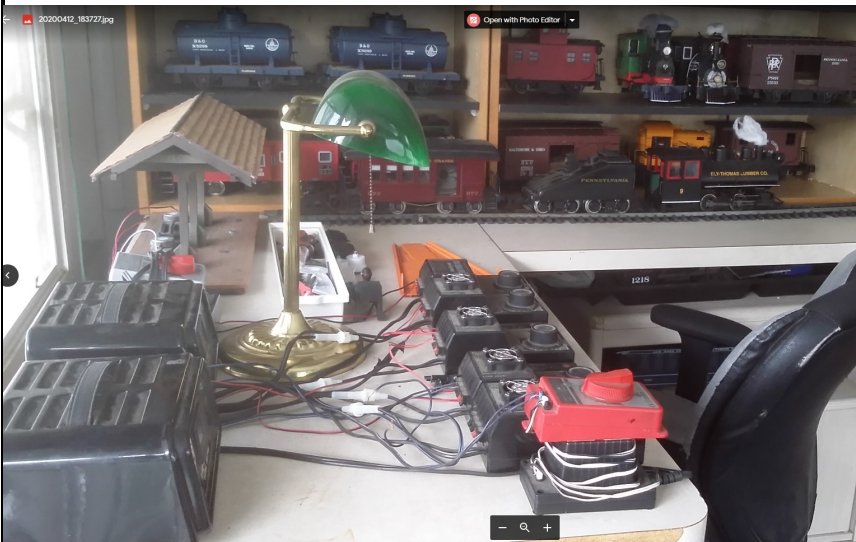




Train Room With A View

Written by Kevin Mars, FGRS Member

Track insulators allow for switching and isolation for independent sound units as does the test track on the work bench.



All power is basic Aristocraft and LGB.

The curves are 4 foot as to save space for entering the room and the home.

Two weeks in the heat, a bit of swearing and the railroad is level at 3 feet high.

Operation is as simple as could be and runs almost daily and nightly.....finally a place to enjoy our hobby...Amen.

Kevin





Durango & Silverton Buys White Pass & Yukon MLW Diesels

Appeared in the CFRHS May 2020 Newsletter

No. 101 is one of four WP&YR locomotives purchased by the D&SNG. The Durango & Silverton Narrow Gauge Railroad has purchased four diesel locomotives from Alaska's White Pass & Yukon Route Railway.

On April 11, two Montreal Locomotive Works DL535E locomotives, Nos. 101 and 107, were loaded onto a barge in Skagway, Alaska, for the multi-week journey to Colorado. Two other locomotives will be shipped next year. D&SNG officials said the MLWs will initially



Photo by Boerries Burkhardt.

be used on work trains and its short Cascade Canyon Express excursions, which cover about half of the railroad's 45-mile route. "Reliable narrow-gauge diesels of this size, design and efficiency are few and far between, so the D&SNG jumped at the chance to acquire them when we were first approached last year by the WP&YR," said D&SNG General Manager Jeff Johnson. The motive power swap between the two iconic 3-foot gauge railroads comes at a time of change on both route's rosters. The WP&YR recently purchased six new diesels from National Railway Equipment Company in Illinois, the first of which arrived in Skagway this spring. Meanwhile, the D&SNG has been looking at getting diesels for nearly two years after it was shut down for over a month in 2018 due to a wildfire during a historically dry summer.

Investigators with the U.S. Forest Service have claimed the fire was caused by one of the D&SNG's coal-fired steam locomotives.



After the fire, the D&SNG announced that it was purchasing two new MP2000NG locomotives from Motive Power & Equipment Solutions, Inc. in Greenville, S.C. to enable it to continue to operate even when the fire danger is high.

Those locomotives are expected to arrive this fall. With the acquisition of the four WP&YR locomotives and the new diesels from MPES, the D&SNG will have a dozen diesel locomotives on the property by next year. The railroad is currently planning to build a new shop next to the Durango roundhouse to maintain its new fleet.

However, officials have said that while the D&SNG is purchasing diesel locomotives to have more flexibility, the former Denver & Rio Grande Western 2-8-2s that are the mainstay of its roster are not being replaced.

“Even with the purchase of these four WP&YR locomotives, steam will still reign supreme in Durango,” said Chief Mechanical Officer Randy Babcock. “As we place these units into service, we will assess our current fleet of industrial diesels, and determine how many of them are needed to achieve our goals.

It is our strategic direction not to be a diesel-focused railroad, but rather maintain our place as the premier steam-powered heritage tourist railroad in the country now and well into the foreseeable future.”



Earlier this year, the D&SNG completed the restoration of K37 No. 493, one of the largest D&RGW narrow gauge locomotives ever built. As part of that restoration, the locomotive was converted to burn oil and the railroad has started to work on converting a second loco-

motive, K-28 No. 473.

The D&SNG's new diesels from Alaska were built by MLW in 1969 specifically for the WP&YR's mountainous territory. In the 1990s, the six-axle locomotives were sold and briefly used in South American before returning north at the turn of the century.

CENTRAL FLORIDA RAILWAY HISTORICAL SOCIETY

Several articles included in this edition are reprinted from The Central Florida Railway Historical Society's newsletter, The Flatwheel. It's an incredible club whose sole purpose is saving and restoring the **Winter Garden Railway Station** that is over 100 years old and registered with the Library of Congress. It is now a museum, and our club had a swap meet there several years ago.

I urge you to join. Membership is low and if you want to learn more about it go to CFRHS.org.





THREE DAY EVENT CELEBRATION UPDATE

Written by FGRS Board Member Fred Weber

Thank you to all who participated in the survey for the three day event. The suggestions and comments were all very positive. The board members have already begun planning different events and entertainment for railroad fun and fellowship.

This event will be held in February 2021 and we are looking at possible dates now. Any suggestions are encouraged and can be submitted to either myself or any other board member.

Be sure to look for all the details in the September newsletter.



"Did you know there's a miniature woman tied to the train tracks who looks remarkably like me?"



Be On Our New Front Page “Member Montage”

As you can see, we have a **new opening page**. Please send pictures of your layout or other G scale Railway project and we'll include them on future front pages.

As for articles/stories please send me 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

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: _____