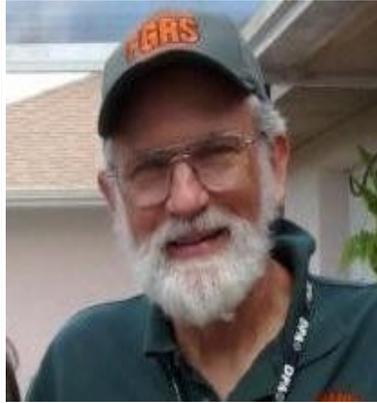




APRIL 2020



PRESIDENT'S NOTES FROM PAUL WAGNER

Greetings and best wishes for good health to all of you during this unprecedented pandemic we are in. I hope that all of you have escaped the insidious virus that is laying low so many of our citizens. Last month, I predicted a great month of meets, train shows, and member equipment sales. Who could have seen this world-wide crises coming, and predicted how it would affect our lives? All our scheduled meets have been postponed indefinitely, and we are not urging anyone to try to predict when it will be "all clear" or schedule their next meet yet. Many things will affect the logistics of scheduling a meet later in the year when our families, travel, and other plans try to catch up. All the train shows and events for the coming two months have been cancelled, and although we hope for the best, we cannot assume that any public gatherings will soon be possible or prudent.

But we should try to be resilient, and make the most of what we have, and keep doing what we are still able to do. Do you participate on our Facebook page? I have not had time to do much on it myself, but I understand that there are lots of our folks who do, and it could give us a way to "get together" while we are restricting travel and gatherings. Also, this is a good time to get into the G scale forums - <https://www.mylargescale.com/> ; <http://www.gscale.net/> , <https://www.largescalecentral.com/>, and <https://www.familygardentrains.com/index.htm>. I urge you to join one or all of them, and try to "give back" to our

hobby by contributing your ideas and information to the world-wide garden railroad community. And, of course, this is a time in which you may find you have more time available to finish those projects on your own garden railroad, and be ready to show off your abilities when we are able to have fun-run meets again! Please take pictures of your projects, or just of you and your family running trains; write up some of your favorite tricks and tips, and send them in for the FGRS newsletter.

Equipment donations from Barbara Oldenburg and the late Ted Cover estate have increased our sales inventory, and will enable us to raise funds for FGRS, and to put trains and equipment into members' hands at a very low cost. We have assembled some handsome trains to run on our layouts at future shows and events, but there is much more than we could possibly use for that purpose. There are now over 60 freight and passenger cars, over 20 operating locomotives, and a host of buildings and some track, both stainless steel and brass, that we will be offering for sale to members. We had planned to have a huge sale at the Palmetto Train Show, but of course, that opportunity evaporated. We are discussing having an online and phone-in sale now, and will send out the details shortly. We were able to consolidate the equipment, inventory and store it before the travel bans were put in place. Here are pictures of the equipment for sale in a storage trailer.



As our new VP, Phil Barcelona likes to say - "Homeless trains looking for a garden to live in - small adoption fee required!"

Our hats are off to John Crompton for having his letter to the editors published in the Spring edition of Garden Railways magazine! He very succinctly pointed out some instances in several recent articles in which the layout and graphics left much to be desired. John noted that the current editions have become more "stylish and artistic", rather than good, clear presentations of the subject. I, and many garden railroaders which I have spoken to lately also feel that Garden Railways magazine is taking a turn for the worse, but I am ashamed to say, I have not taken the time to sit down and write the editors my comments. Thank you John, for taking the time to help improve the hobby!

As always, we are asking for your suggestions for making FGRS even more fun and even more fulfilling! Keep those trains running, and send in your trials and victories to share on these pages. We are working on some exciting new ideas for future activities – mini conventions, area layout tours, visits to other clubs and attractions around the state, and much more, for when the limitations to group activities is over.

Good Health and Railroading to All!

Paul Wagner

Crew change on the NL Train



It is with sadness & Joy that I pulled the NL train into the station for the last time. I am stepping down as your Newsletter editor. I have been driving the train now for three years and have interacted with a bunch of you. I felt I can no longer devote the time it takes to do this full time. Grandchildren are at the best age now, so we are spending more time up north in the summer (5.5 months) and it is very problematic to do the NL from a campground that has spotty WIFI at best.

As the locomotive pulls into the station for a crew change, I see Ross Marvin with lunch pail in hand ready to board the NL train. Ross is past president of FGRS and has a lot of ideas going forward. He's an excellent choice to take over the throttle of the NL locomotive and guide the NL train down the rails to its next destination.

I will from time to time board the NL locomotive as a conductor to contribute to the NL as I have in the past documenting my projects.

I hear the break release, the bell starts, the horn sounds, Ross is at the throttle, the train is moving, and I watch it go into the sunset.

Happy training!!!!

Tom Hite (Past NL editor)

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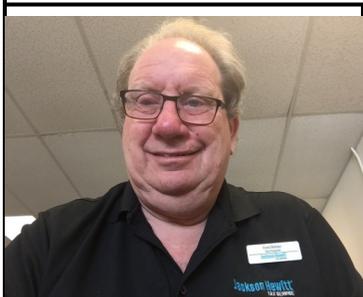
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NGRC 2020 Nashville News

Just 3 Short Months Away



The Nashville Garden Railway Society is honored to host the 36th National Garden Railway Convention in our beloved Nashville, TN. The event is scheduled to cover the days from May 31st, 2020 to June 6th, 2020. There are tons of exciting things in store for the convention so check out the information here and make your plans... see you in Nashville.

NGRC2020.com

In 123 days the 36th National Garden Railway Convention begins! Time is moving by quickly. In Tennessee we are waiting for our rainy winter to end and the arrival of spring so we can get back outside and start putting the final touches on our layouts in preparation for the convention.

In this newsletter we are providing updates on:

- 1) registrations,
- 2) special convention activities,
- 3) pre- and post-convention tours,
- 4) the convention hopper car and
- 5) we reveal pictures of the first USA Trains SD70 AC locomotive that has been custom painted in the CSX "Spirit of Nashville" livery.

You can [click on this link](#) to download updates on what is happening in Nashville at NGRC 2020.

Please check the venue for updates to see if the show will be cancelled.

FGRS Fun Runs

ALL Fun Runs are canceled until further notice.

If anyone else is interested in hosting a fun run at their house please send me an e-mail with all the details, date, time, address, length of main line, minimum diameter curves, what you will supply, and anything else you feel is pertinent to the event.

If you have requested to host an event with someone else you need to contact me to get onto the official schedule. Please do not contact any other board member. Things can get forgotten or lost in transition.

CLUB LAYOUT WILL BE AT THE FOLLOWING SHOWS

**All club layout shows are
cancelled until further
notice.**

TRAIN SHOWS

All train shows are canceled up to this point on the schedule. As time gets closer the venues will make a decision.

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.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.

Bill and Diane Severns Meet

It was an “extra”, previously unscheduled meet, but it turned out to be the last one of the Spring season. (Unfortunately) A good crowd showed up at Bert’s for the lunch, and then converged on Bill’s layout for some good train running. As you can see in the pictures, the layout looks and runs great, and the guys kept busy with switching cars and trains on the sidings. Everyone got hands on for the switching action, on all corners of the layout.



See those nice plant risers? The railroad's board of directors has filed for expansion of the track into that area, and Bill says there will be a mine in those (soon to be) hills.



Some beautiful little locos made the run, including this rare live steam “Mason Bogie”.



As promised, some innovative engine carriers were demonstrated at this meet, and are described in a separate article in this newsletter.

EXTRA TRAIN

Submitted by Paul Wagner

Last month, I announced that Bill Severn's meet would be an "Extra Train" to Cape Coral! And accompanying that statement was a picture of a steam locomotive with incredibly bright white "Classification" lights. (Thanks to Ron White for that amazing graphic, shown again here)



Since then, I have been asked "What is an "Extra" train, so here is the history: Back in the day before radios and such, trains ran on tight schedules in which any unknown deviation could be dangerous, but, there were times when it was necessary to run outside of the timetable. Classification lamps were lights located on the front of steam locomotives that indicated that something not stated in the timetable was taking place. One class of train not on a regular timetable is a "Second Section" - of a train that had more than one section. Another is an unscheduled "Extra" train.

And here is where the Classification Lamps come in:

Unlit or Dark Classification Lamps

Regularly scheduled trains, both passenger and freight were assigned numbers and ran on schedule. Scheduled trains displayed unlit classification lamps (i.e. dark) and the number boards of the lead engine would display the train number. Note the train number is the schedule number, not the actual engine number (which didn't change). So under normal scheduled conditions, the classification lamps remained off.

Lit or White Classification Lamps:

Unscheduled trains were considered "extra" trains. If a train was operating as an extra train, it would display lit classification lamps (i.e. white or clear light), and the number boards of the lead engine would have an X and the engine number. So if engine number 1218 of the Norfolk & Western line was operating as a lead engine on an "extra" train (i.e. unscheduled), the number board was read "X1218" and it would be displaying white (i.e. lit) classification lamps. During daylight hours, an extra might display white flags instead of, or in addition to, lit classification lights. Some railroads, especially short lines, ran all trains as "Extras".

Lit Green Classification Lamps:

Scheduled trains could be of varying lengths as the traffic dictated. If business was particularly heavy, a given passenger or freight train might have too many cars for one train, so the "train" would be split into two or more 'sections'. If a train had one or more other sections following it, its engine would display green lit classification lamps. The number board for the locomotive of the first section would be the "train number -1", and it would display lit green classification lamps. The number board for the locomotive of the second section would be "train number-2", and it would also display lit green classification lamps. The number board for the locomotive of the third and final section would be "train number-3", and it would display unlit dark classification lamps. The unlit classification lamps of the last section would indicate that there were no more sections of that train number following.

Lit Red Classification Lamps:

These would normally only be used if an engine was backing up over a long distance.

Here's an image of a steam engine at a museum, where you can see classification lamps mounted to the left and right of the headlight. The red lamps at the bottom, on the left and right, were used as rear marker lamps if the locomotive was traveling in reverse. Image credit goes to Robert David Grant at <http://www.rgusrail.com>.

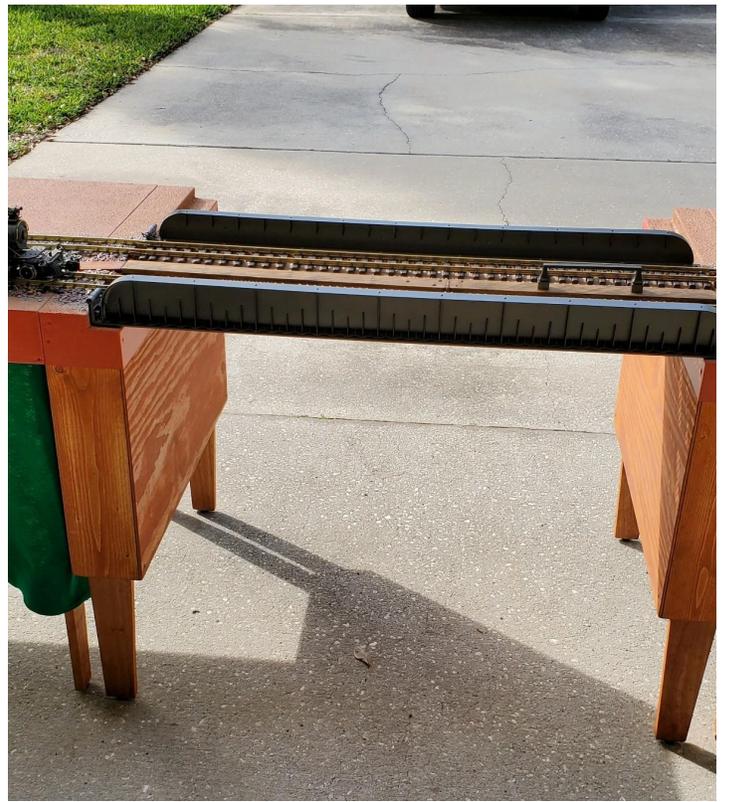


NOTE: Thanks and credit to Red Beard the Railroad Raider for providing information on how these lamps were used.

New Bridge for FGRS Modular Layout

As those of you who have participated in setting up and operating the new modular layout at train shows and special events have noticed, that while it is a great step forward over the old modules, it is still a work in progress. The old bridge did not serve quite right with the new modules, so Ron White, ever proactive in designing and building things the club needs, volunteered his time to build this great new lift bridge. It is essential that our crew be able to easily pass from the outside to the inside of the layout, and this bridge really fills the bill. A big thank you to Ron White for a beautiful job! In honor of the late Marianne Glaese, a past president and enthusiastic supporter of our layouts at train shows, we agreed that Ron should place a memorial plaque in her honor on the bridge. The new bridge will certainly add to our pleasure and fun during train shows and special events.





Engine Carriers

Submitted by Paul Wagner

We mentioned that a good engine carrier would be on display at Bill Severns' meet, and we were actually greeted by a potpourri of devices. The most elegant was built by a small firm in Albuquerque, New Mexico, and was demonstrated for us by Mike Damon in the pictures, below.

Here Mike holds the carrier up for us to view. (He wouldn't be holding it up that high if it had a 50 pound loco in it!)

The nifty thing about this carrier is that the sides hinge down to give access to the engine, and when up, the foam cushions presses against the engine to hold it in place, without damaging details.



When open, the carrier can be placed at the end of a track, and the engine can be run right out without even touching it!

To securely close it for transport, you simply swing up the sides, and snug down the thumb screws on the latches.



The company's name is "The Passenger Car Company" email PASSCARCO@AOL.COM, Phone 505-291-8029. The last ones they bought were around \$100, I contacted the company and they agreed to send me current pricing for the club. The carriers are made to order. Doesn't look too difficult to build, but if the price is still \$100, it would be hard to put one together for much less.

Another interesting carrier is shown here by Pete Thornton.

This one was originally designed as a tool box, but Pete feels it is ideal for an

engine the size of his live steam “Mason Bogie”. Pete just uses some towels for cushioning, but it appears you could attach foam to the sides much as in the one shown by Mike, above, since the whole carrier is assembled with the “tab and slot” method, and after the ends are removed, as shown here, the sides could be swung out to release the engine from permanent foam padding, and the engine could be run right out.



Pete said it costs \$75 from a kayak company in Annapolis, Maryland,

“Chesapeake Light Craft”, <https://www.clcboats.com/>

Phone 410-267-0137.



Pete and some others showed some homemade carriers for lighter weight rolling stock, constructed from plywood, and other scraps found around their shops. Contact Pete, Mike, or Bill Severns for more information about building them.





Jack Zwick has a set of extra-large circus cars he built special carriers for, shown here.

From the looks of things, we'll be seeing a lot of trains transported to train shows to run on our modular layout, as well as a lot of train running visits to all of our layouts!

Memoriam



In Memoriam of Ted Cover

A good friend to all of us in Florida Garden Railway Society, Ted Cover, passed away on Sunday February 16, 2020. Ted had a passionate love of trains, and was a member of numerous local and national railroading organizations, most recently, the Real Rails club in Sarasota. His interest spanned from large working locomotives to small model railroading. Although he was not active in FGRS, Ted had a garden railway which spanned his entire backyard at his home in Sarasota. He also had an extensive O gauge layout in his house,

which had become his main operational choice of late. He willed his entire garden scale collection to FGRS, wishing only that the trains would be enjoyed by others after he was gone.

Ted was a graduate of Cleveland Saint Ignatius High School and Case Western Reserve University. He proudly served in the United States Air Force.

Ted was a lifelong devoted catholic and proud member of Sarasota Christ the King Parish, where he served many years as sacristan. He was a fourth degree Knights of Columbus and served both the Christ of King and St. Martha's councils. Ted was 82.

Thank You

A Thank You From Barbara Oldenburg

To the club members remembering my husband Richard and especially those who expressed sympathy and those present at the memorial our daughters got together very much on the fly! Thanks to you all and my heartfelt appreciation! I know many of you were instrumental in giving him companionship and help with his beloved trains, especially this past year. It made his difficult down-hill years more bearable.

Again, thank you all!

Barbara Oldenburg



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: _____

Please take note

When submitting pictures and articles to the NL I need the articles written in Word and the pictures as .JPG attachments.

Imbedded pictures in an e-mail sometimes gets stripped off by my virus software.

A few sentences to be put in the NL is okay.

Copying word documents into the NL works great. Problems exist when I have to copy and paste. Imbedded pictures do not work well and sometimes come out weird and I have to do a lot of editing.