

FLORIDA

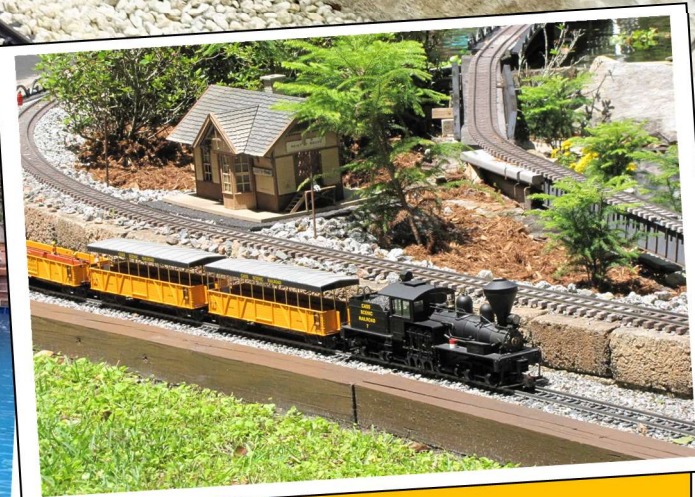
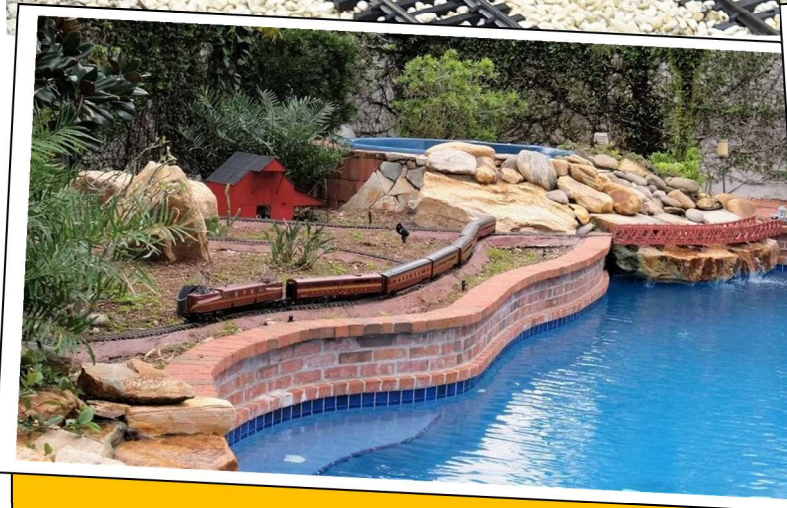


Garden Railway Society

May 2021

NEWSLETTER

Celebrating 30 Years of Garden Railroading!



GO TO WWW.FGRS.ORG, "EVENTS" PAGE
TO SEE PHOTOS FOR OUR UPCOMING OPERATING SESSIONS. GO TO THE
"MEMBERS SIGN-IN" TO SEE THE CURRENT MEMBER ROSTER, NEWSLETTER BACK ISSUES,
AND MORE!



May 2021 Newsletter

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On the Cover:

Top: An LGB Stainz chuffs around the new “Fairy Mountain” on Fred and Millie Weber’s layout during the April 17th Fun Run.

Lower Left: A GG-1 highballs around the swimming pool at Jack and Anita Zwick’s railroad in Fort Myers

Lower Right: A Shay pulls a tourist excursion train on Charlie Beall’s railroad.



PRESIDENT'S NOTES FROM FRED WEBER

May 2021

To all who were able to attend the fun run at the Dew Drop Railroad we hope you enjoyed it as much as Millie and I did. It was great seeing old and new friends. Three members did bring trains to run. Look forward to seeing you all at Charlie Beall's in Mount Dora on May 9th.

SHIRTS & HATS!

We have a new supplier for shirts and hats. If we are unable to get the information to you by the time you read this, we will send out a special email with order forms. We will have two colors to choose from (white or royal blue), pocket or no pocket, and your name can be embroidered on the shirts. There will be club shirts and a 30-year anniversary shirt available for purchase.

DUES!

Because of Covid last year and most club activities were canceled, we are not charging dues for members on record for 2020.

Garden Railways magazine is no longer available as a paper product, like a lot of things in our hobby. We are emailing out the link for the national **Garden Railroading News** magazine that is free of charge for club members. This is very well done and has information about G scale trains. You can also download the past issues from their web site. <https://www.grnews.org/>

30 YEAR ANNIVERSARY!

(OK its 31 years!) Save the date! February 25 – 27, 2022. More information will be coming out this summer.

FALL TRAIN SEASON!

We are starting to put together our fall train schedule. If you have any ideas to be considered for club participation, please reach out to any board member. We have been home for a year and the club members must have some great railroad layouts to view.

Please email me at FGRS.President@gmail.com to let me know your thoughts and ideas. Enjoy this newsletter!

Happy Choo Choo!

- Fred Weber, FGRS President 2021

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**YOUR PICTURE
COULD BE HERE!**

FGRS Vice President – Western Region
Position Open – This can be you!



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2021 TRAIN SHOWS AND EVENTS

May 30th, 2021 to June 5th, 2021- National Garden Railway Convention
Nashville, TN – Go to <https://ngrc2021.com/> for information

June 5, 2021 - Melbourne Train & Toy Show

9am - 2pm

Azan Shrine Center, Melbourne, Florida

Go to <http://schultzspacecoasttrains.com/> for information

February 25 – 27, 2022 – FGRS 30 YEAR ANNIVERSARY!

(OK its 31 years!) Save the date! More information will be coming out this summer.

For a Complete list of Train Shows go to

http://www.railserve.com/events/train_shows.html

SAVE THE DATE!
FEBRUARY 18 TO 20, 2022
THREE DAYS OF RAILWAY FUN IN BEAUTIFUL FORT MYERS!
CELEBRATING 30 YEARS OF FGRS!



Friday: Layout tours, RR museum, and Murder Mystery Dinner Train.

Saturday: Layout tours, RR Museum, Train Show, and Social Hour /Dinner.

Sunday: Edison and Ford Estates tour and luncheon, RR Museum, and Train show.

For overnight accommodations we have discounted rooms reserved at the Holiday Inn Downtown.

Additional details will be available in September Newsletter.

NGRC 2021 - Nashville News

NGRC Updates Arriving!



Open registration, scheduling and clinic updates, and many more things are covered in this issue of the NGRC 2021 news. (Don't forget to share the info with friends or fellow club members.) To get all the news, [click on this link](#) to download updates on what is new and what to expect.

As always, Stay safe... we can't wait to see you in Nashville!

Find Out More On NGRC2021.com

UPCOMING FGRS FUN RUNS/OPERATING SESSIONS

NOTICE CHANGE TO NEW DATE – THIS MEET HAS BEEN CHANGED TO MAY 16th!

Sunday, May 16, 2021 – Fun Run at Charlie Beall’s

7839 Sloewood Dr
Mount Dora, FL
Phone 352-383-3976



11 AM till 4 PM.
Bring a Picnic Lunch.
Drinks and dessert
provided.

You won't want to miss this spectacular Garden Railway layout! The layout is roughly 70 feet x 90 feet, and has four mainlines. Including sidings, there is about 1200 feet of track. It was built in 2006 and has been featured in Garden Railways magazine. There is a waterfall, koi pond, long truss bridges,

and a varied, beautifully landscaped terrain throughout the layout. Charlie has 20 locomotives and 111 cars. The layout is all track powered. Check out the "Events" Page on our website, (www.FGRS.org) to see more pictures of this fine layout.

Saturday, December 4, 2021 – Fun Run at the Home of Dave and Ruth Taisch

11605 Lane Park Road,
Tavares, FL
Phone 352-343-3196
Details to follow as they
become available



(Upcoming Fun Runs Continued Next Page)

(Upcoming Fun Runs, Continued)

December, Date to be announced - Christmastime Open-House at the home of Don and Lenojo Carter

This is a Christmastime Open-House for Don and Lenojo's friends and neighbors. FGRS is welcome to come. Please RSVP to a time so we aren't flooded with too many people at one time. Details to Follow.

Watch this space for additional Fun Runs as they are scheduled.

CALENDAR PLANNING FOR FUTURE FUN RUNS

We're looking for members to host Train Operating Sessions and Fun Runs for the rest of 2021.

We are hearing that many of you have your Covid vaccination now, so we are cautiously planning meets and events, but still are recommending precautions. Your safety is our primary concern, 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 Paul Wagner, the FGRS Newsletter Chairman at FGRS.Newsletter@gmail.com

Things I had forgotten about before having an open house fun run on the Dew Drop Railroad

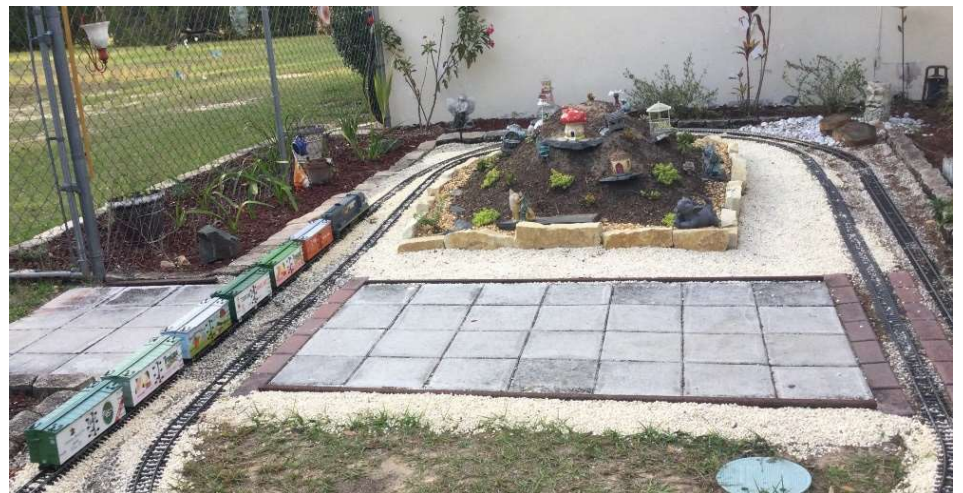
By Fred Weber



This is the way the new part of my railroad looked back in March 2020. I did get about half of it done by the end of May 2020. Our President Paul at the time was always asking me to have the club over for a fun run. Well with track all over the place, stone, and dirt, sorry Paul I don't think so.

Moving forward to February 2021. Covid 19 was looking better. The board was ready to start up again. So I thought it was about time to finish the railroad. By the middle of March, Millie and I started to work on the railroad. Ok, so the weeds were looking very healthy, more digging, track laying, and putting track together. Don't you just love those little screws! After about a week we had the first loop of track. I know you're thinking, "It's running!" Wrong! "Why is that connector missing a screw?" "Look how dirty that one track is." "The cross over keeps derailing cars." Here

we are in April, and the outside loop of track is only three quarters done. Two weeks to go, and we haven't started on the buildings. Getting the outside loop completed, I discovered no track connector at all in a couple of spots. Who put this track together?!! But with 10 days to go, both new loops are up and working.



Its trolley time! Thanks to Phil who removed the weeds just so I could see the track. Nothing like having Hi-tech reversing electronics that don't work after playing with it for about three days. All you have to do is hold down two little buttons and it goes back to factory setting, RIGHT!? After a half day search I found my old Aristo Craft reversing unit and it works. Next, build a controller, because I only had one transformer. This job went very well.



Then on to the three loops of track on the old part of the layout. Clean the track, remove weeds, and fix bad joints (back to those lovely little screws). Getting closer to show time. Clean and fix buildings. Thursday, rain go away. One lost day of getting ready. Good day to find the people for the layout. Friday we finished placing buildings. Start finding trains to run, but Saturday looks like rain.

Saturday morning cloudy but no rain. Start bringing trains, people and vehicles out. Oh no! Here comes the rain! An automobile pulls into the yard, and people just sit in their car. But a little after 10AM the rain stops. Time to put the trains on the track. More people show up. By 11, the sun comes out, people are enjoying themselves, all the trains are running!



Crash! What was that? Cars uncouple, engine ran into cars. The newsletter guy was there to get



it all on camera. Because the layout is so spread out, I needed to put someone in charge of half the layout to avoid any more derailments. Ok, maybe I should have bought some more sodas, but we had plenty of water and beer.

The weather turned out to be great. It was great to see all the old friends and the new ones.



Trains were running! We enjoyed having everyone and we plan to do it again!

- Fred and Millie Weber

A Visit to Nature Coast Botanical Gardens

1489 Parker Avenue, Spring Hill, FL

By Fred Weber

We would like to thank Doug Brainard for the invitation to enjoy the Nature Coast Botanical Gardens on April 24. Doug is a long-time garden railroader whom many of you may have met at his home and fine garden railroad which was on the layout tours during the National Garden Railway Convention that was held in Tampa in 2014.



Doug and his friends are

working to update the G Scale train layout at the Botanical Gardens which sits atop two beautiful



waterfalls. Our member Juan DeCardenas was able to run his Grizzly Flats RR steam engine and passenger cars on their impressive elevated track to the delight of passers-by.

The gardens have several different areas that include a rose garden with gazebo, the Chinese gardens with amazing bamboo, and several other gardens, including hidden treasures, such as the butterfly garden. The gardens host many events such

as weddings and birthday parties, and we plan to have a club meet there in the Fall of this year. During the visit we were introduced to Dennis Cipcich who has a train layout in Elburn, Illinois which is featured on YouTube at <https://www.youtube.com/watch?v=LI2U-T1mM4I> Or, just type in "Dennis Cipcich Garden RR" on the Youtube website to view this impressive layout. It was a wonderful day and enjoyed by all that attended.

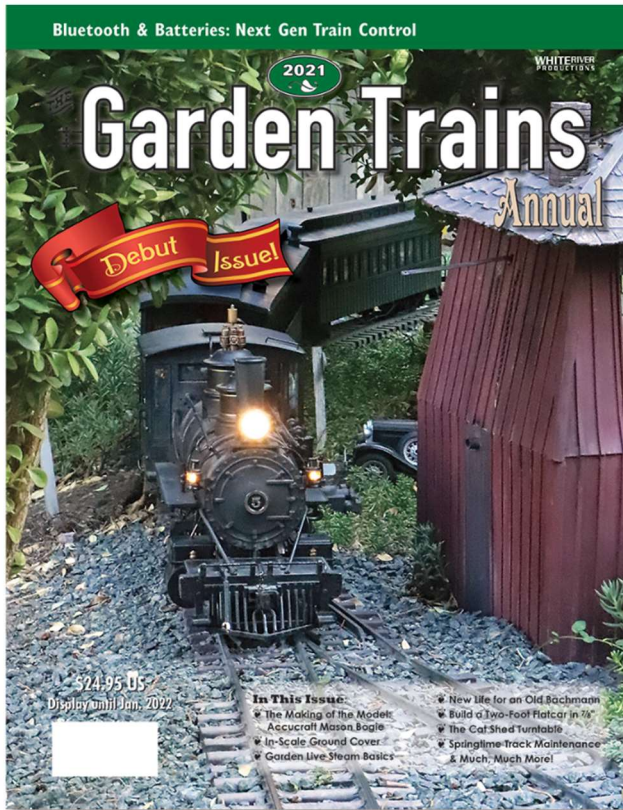
Doug says they run trains at the Botanical Garden every Saturday at 9AM till Noon. You can phone him at 352-667-3140. You can find out more about this Botanical garden at

<https://www.naturecoastgardens.com/>

“GARDEN TRAINS Annual”

A review of a new Garden Railroading Publication

By Paul Wagner



When I spotted the ad for a new Garden Railroading publication, “**Garden Trains Annual**”, in the January – February “*Garden Railroading News*”, I’m thinking “Hey, the guys at GRNews.org are already giving me all the garden railroading reading I need, for free.....do I need to fork over almost twenty-five bucks plus postage for some more?.... Then I saw it is being published by White River Productions, whom I happen to know publish multiple prototype and model railroad magazines, including *Railroad Model Craftsman*, and the well-known and loved, *Narrow Gauge & Short Line Gazette*.

So I pulled the trigger, and placed my order early, and boy, am I glad I did! Within a few weeks I received, packed in a cardboard box, 116 pages of some of the most beautiful photography and useful garden railroading articles I have seen for a long time, printed on

heavy, glossy photo paper that would rival a fine coffee table historical book.

After a brief welcome by the editor, Chris Lane, the book is kicked off by our old friend from the *Garden Railways* days, Kevin Strong. He very powerfully reviews the state of the hobby for us, admitting that it’s very difficult to paint a rosy picture of the future of our hobby – but – then he goes on to say, “**So allow me to paint that rosy picture in this premier issue of the GARDEN TRAINS ANNUAL, itself a sign of the phoenix rising from the ashes.**”

And a rosy picture it is! In a five-page review of his experience in garden railroading, begun at an early age under the tutelage of his father, the late Jim Strong, he tells how his family started with moving their first LGB set outdoors in 1980, and intertwines exciting photos of their several garden railways with the story of where the hobby is going, and where it’s been. And with 30 years writing for railroad publications from a front-row seat as the hobby grew from its infancy, he should know. He concludes his story which includes nearly all aspects of the ups and downs of the hobby, by saying, “**I hope you will forgive me for a frighteningly optimistic outlook on the hobby.....It’s what we who love this hobby do – find a way to continue. It’s been a great ride so far, and I have no reason to expect that to change in the near future. So here’s to clear tracks ahead. Where they take us is entirely up to us.**”

And the rest of this journal certainly gives me confidence in the power of enthusiastic garden railroaders to keep garden railroading going for as long as it continues to be fun.

I list a few of the (*twenty-four!*) articles and sections here:

“A Century and a Half Back” – An article about using the Bachman 4-4-0 and other rolling stock to accurately model the Colorado railroads of the 1870’s.



“Bluetooth, R/C and Batteries” – Not just about the Bluetooth system, this is the review of all the major RC and battery systems we’ve been waiting for.

“The Spokane Division of the SP” - A large, beautiful garden railroad, with Bigboys and Daylight steam power, as well as “Black Widow” diesels pulling long trains. Great views of the mainline, along with construction photos and discussion.

“2021 Product Showcase” – New Large Scale Releases for 2021 by the GTA Staff. Peco Code 250 G Scale Track; New Dash-9 from Bachman; “Model U Print to Order” Figures; Structures; Detail parts; and more.

And Twenty More Articles written for the experienced and beginners, alike....

And you think all the G scale companies have gone out of business? Although their ads only represent 24 companies, (*Garden Railroading News* currently has 36 advertisers) many of these in *GRA* are advertising fine looking garden railroading products that I had not seen before.

For a preview of several of the articles go to <http://gardentrainsannual.com/>

To purchase a copy, go to <https://shop.whiteriverproductions.com/products/gt21? pos=1& sid=fa41d84a3& ss=r> or phone 877-787-2467
- \$24.95 plus shipping

I don’t think you’ll be disappointed. I see this as a great companion to the bi-monthly *Garden Railroading News* (<https://www.grnews.org/>) to help keep our great hobby growing and garden railroaders everywhere connected. - *PW*

Member's Layouts A'Building

Rich and Kim Chatfield's Pleasantville RR - Update (and a look back)

I can remember party lines on our first house phone. I can remember smelly mimeograph paper to color on in kindergarten, and most definitely the Cuban Missile Crisis way back when. But what really stuck with me was my fascination with large, moving blocks of steel which could make the ground shake and take you anywhere the tracks went. Like most train people I started with a small Lionel layout. There is even some black and white 8mm film of me and my layout from the 1950s stuck away in a closet. Along came high school, cars, and girls. I remember selling all I had, for, I think, \$17. Years later I bought a Lionel S-2 Steam Turbine Type 6-8-6 Locomotive No. 2020 at a flea market, and that re-started my love of trains.



Eventually Kim and I joined the Lionel Collectors' Club of America---aka LCCA. This led us to train conventions and the first one was in Denver, CO. We found ourselves across the street from the Coors plant and the CO Rail Museum. The first thing we stumbled upon was THEIR garden RR. We saw that and were hooked. We attended the next three national garden RR conventions, admired over 100 garden RRs, shooting hours of video, hundreds of still shots and began building our track and rolling stock inventory. Once we knew where our next home was going to be built, on a half-acre, we had the heavy prep work done for us, and the plan began to take shape. The house was built to have a garden RR, an indoor "O" RR, and a wild game room. We let the weather decide where we're going to work....or play.

In my last report there were photos of the rough-in work and we have moved along fairly well. The Hellgate Bridge foundations are in and I have ordered a pair of curved (15 ft. diameter) side trestles to attach to both sides of the bridge.



They are also being made by Eaglewingsironcraft.com so the mating holes and color match will be dead on.

We have a little more weed fabric to lay under where the bridge is going. This serves three purposes: it does help keep the weeds down, it keeps the sand from filtering out through the block wall (the blocks are actually sitting on it and the fabric comes up inside to the fourth course of blocks). greenhousemegastore.com was my source; this is commercial stuff and I highly recommend it.

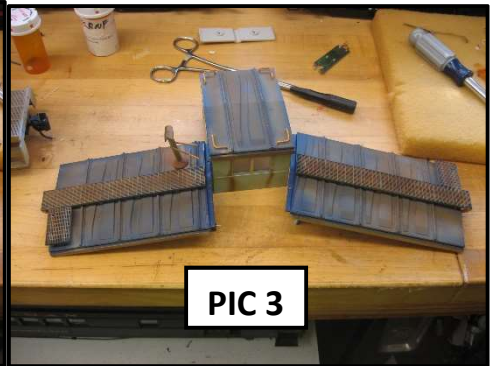
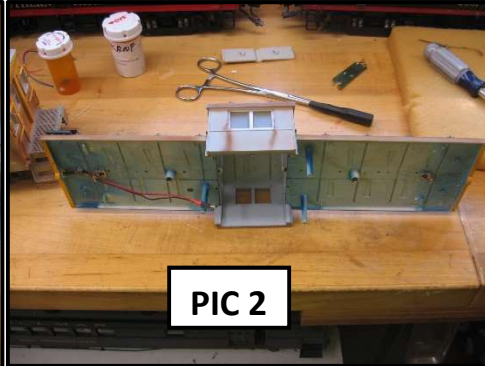
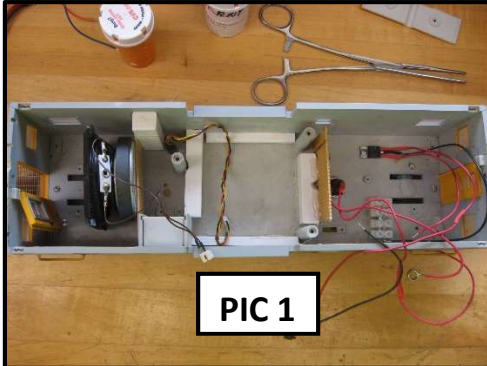


Tyvek is another great weed barrier, too, and it keeps the gravel from being swallowed up by the sugar sand we all live on. The riverbed and each end will all be lined with pond liner. There are drain lines in place to remove excess water. I'm not really looking for an active water feature, but when it rains I'll have one. 🌧️🌱😊 Besides, we needed a reason to have a bridge! We think it's cool. The latest photos expound upon this story and we may be laying track in the next installment. Stay safe.- R.C.

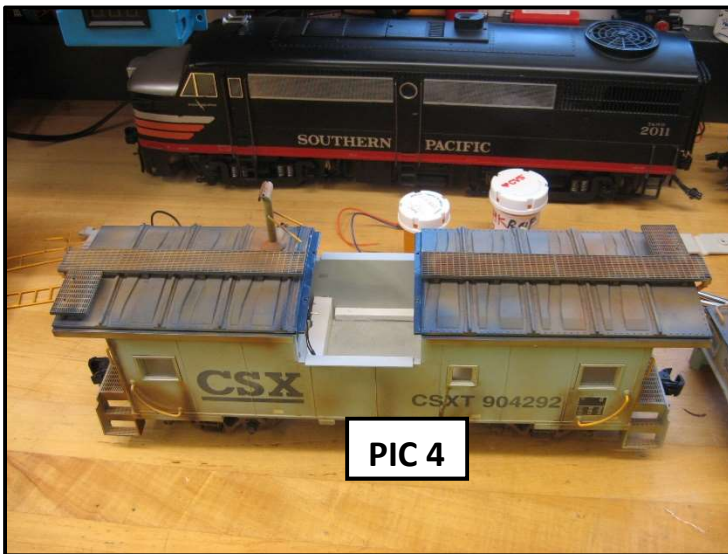
Bringing a Caboose to Life

By Tom Hite

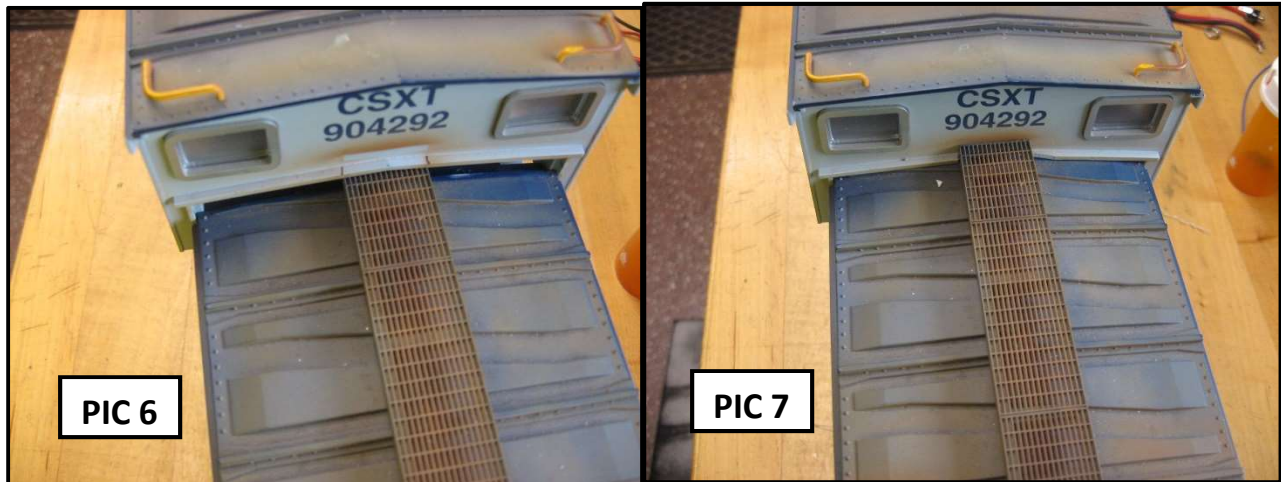
How long has it been since you've seen a caboose in action after they were hung out to rot? For me just once. They are now used primarily as a platform for the conductors when there is a long pushback. They are equipped with a whistle to warn motorists that there is an oncoming train. I decided to convert my caboose to do just that. To act like a pushback platform. Again, I will use Rail Pro (RP) as my controlling device. We are going to pick up the project with the speaker installed (**PIC 1**).



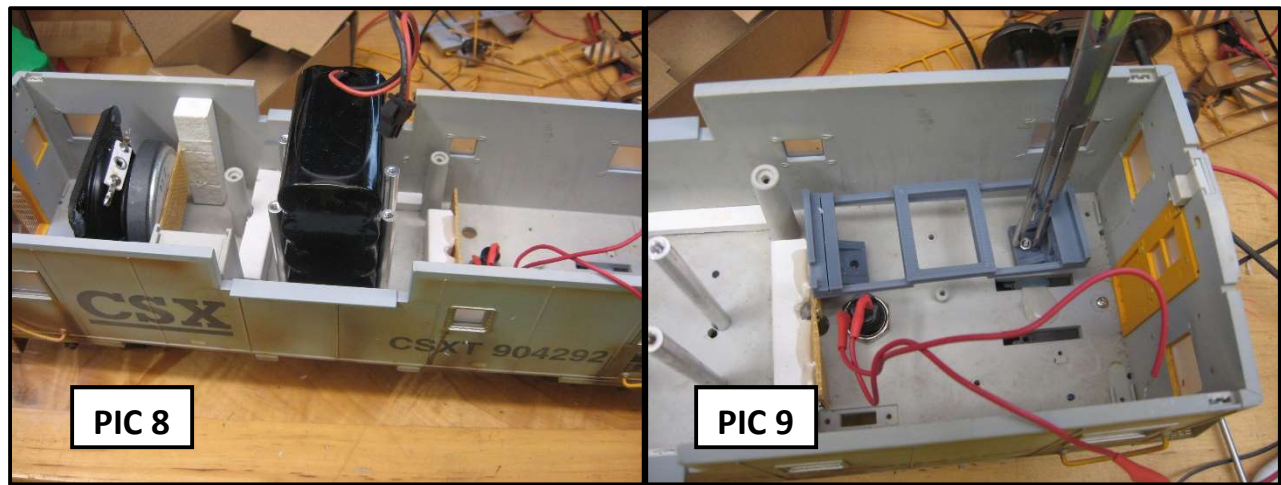
The voltage regulator and the Phoenix computer interface jack will be removed. The door is screwed open so the sound can easily come out the door. I decided to make the caboose run on battery or track power. **PIC 2** shows the roof removed and the red LED installed. The red LED is the EOT (End-Of Train) light. The roof is separated into three pieces. (**PIC 3**). I did this so that the cupola can be removed easily to take out the battery when it needs charging, as **PIC 4** and **PIC 5** illustrates.



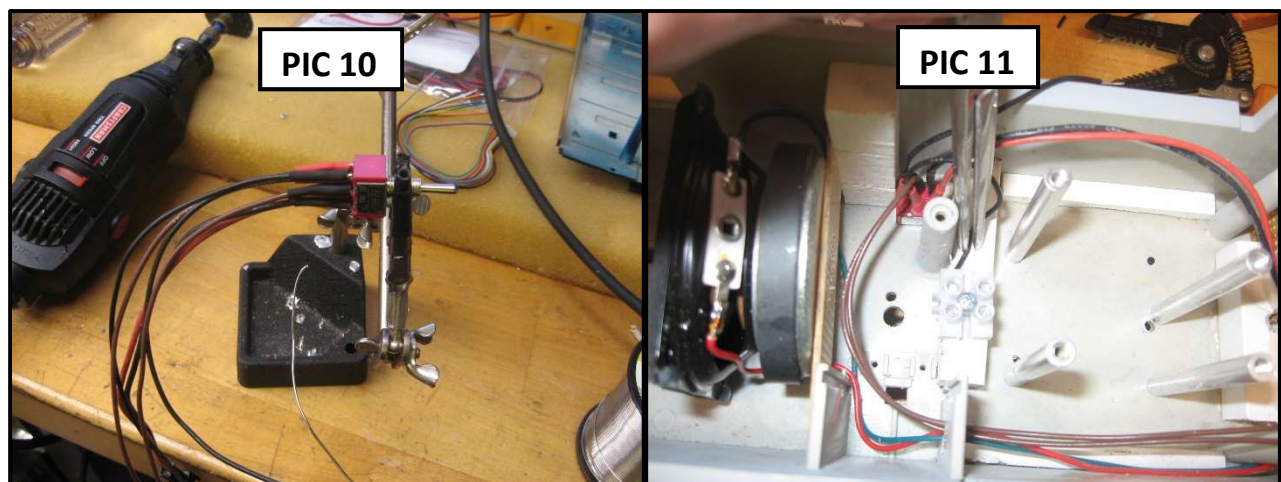
I did run into a little bit of a problem as seen in **PIC 6**. The catwalk would not clear the protrusion on the cupola. So, trimming needed to be done, and **PIC 7** shows the finished product.



As we move along, I installed some standoffs to hold the battery in place. (**PIC 8**). Now, in **PIC 9**, I install the RP bracket. Notice the hemostat that I use to start the nut on the bolt. This project is like working in a box. I cannot get my hands in there to work, so all the work is done using surgical instruments.

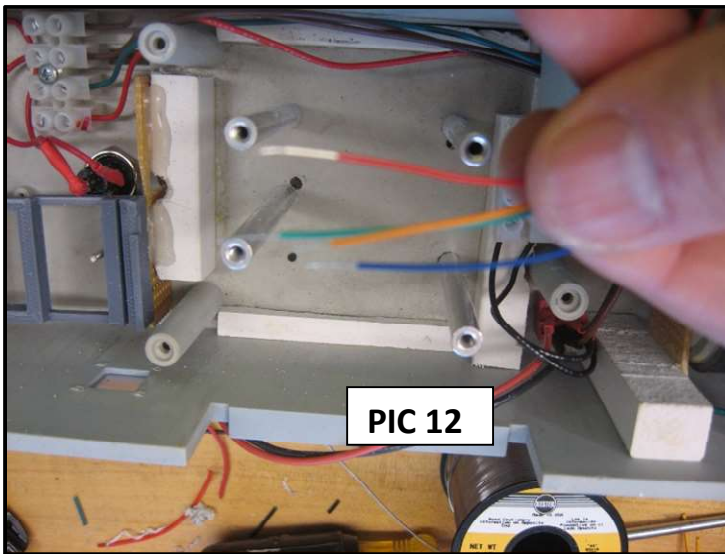


The only relief I get is when I can make something out of the box, like in **PIC 10**, the control switch that will either draw from the battery or track power. In the next sequence, I installed the switch and started running wires. In **PIC 11**, notice the hemostat again.



I take the wire end and insert it into the terminal strip, and hold it while I screw down the nut. This is just like suturing up after surgery once you get the hang of it. However, if you were born with three hands, it would speed things up quit a bit. The times I needed three hands is when the wire was a little fussy. I clamp the wire, lay down the hemostat in the correct position, and that frees up my hands to take a flathead screwdriver to hold the wire in place. Then screw it down – what a production it is!

We are all wired up in **PIC 12**, ready for the next set of issues. I powered up the RP module and loaded a sound file (**PIC 13**). I chose the steam sound because cabooses used a very hi pitched whistle. You can here it when you click on the youtube link below.



PIC 12

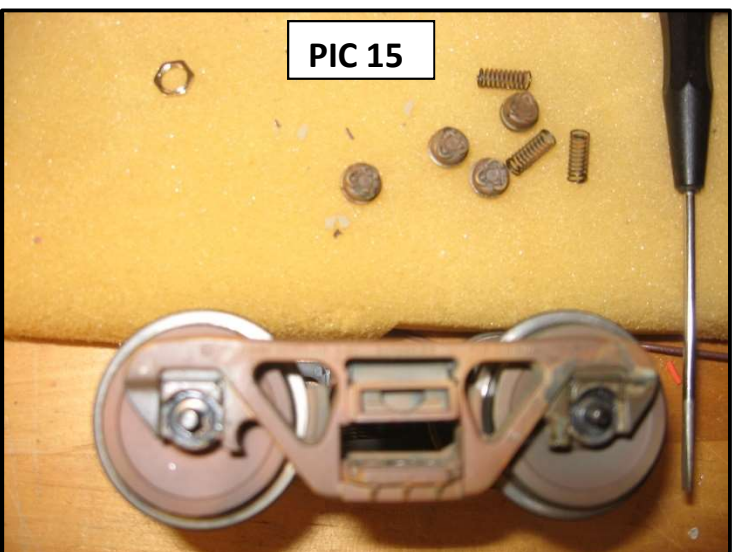


PIC 13

That completed the battery side of the conversion. Now I needed to put wheel pickups on but before I did, I had to disassemble the trucks, and add conductive grease to the bearings (**PIC 14**). Disassembling the trucks is not a big deal. You have to remove the end caps from the wheels and remove the springs from one side (**PIC 15**). The grease in this case was not used for its intended purpose, but to help the wheels roll a little better since the journals are brass. The electrical pickups will be placed against the inside of the wheels.

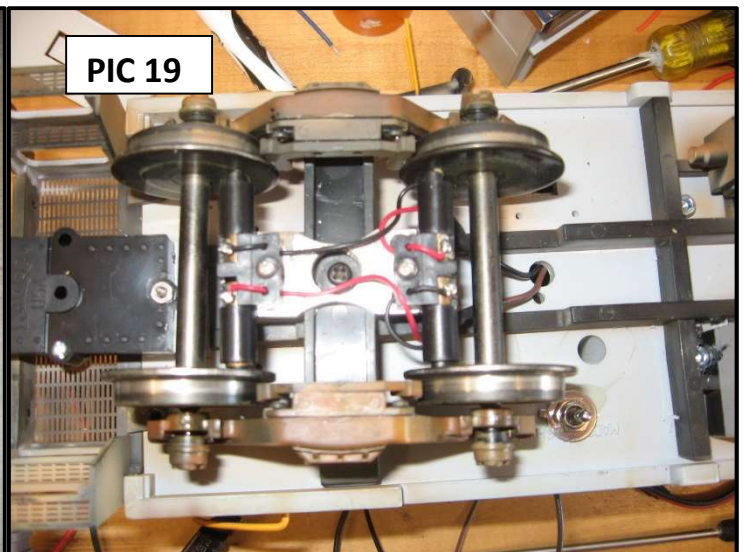
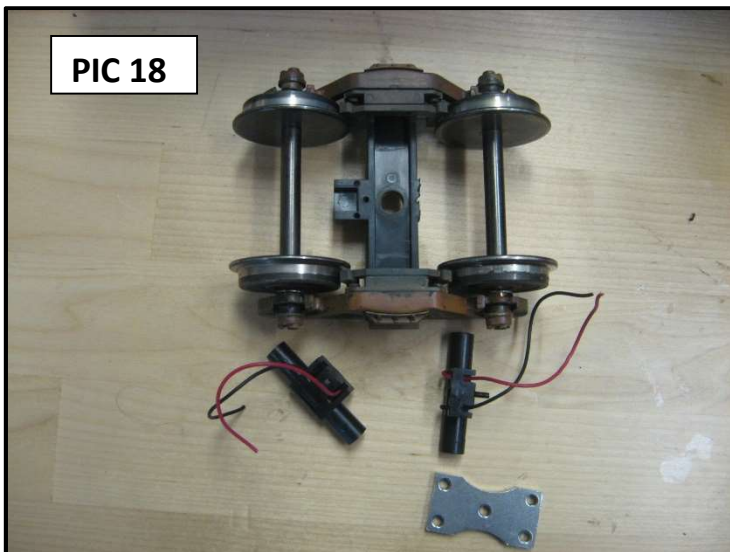
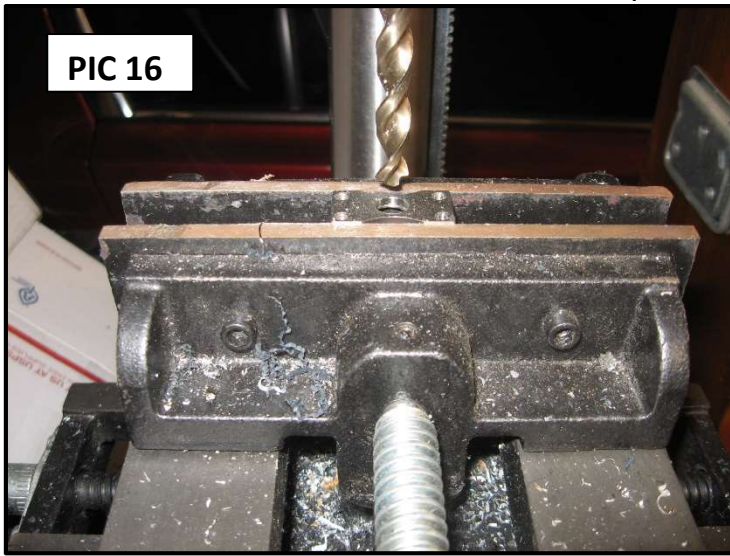


PIC 14



PIC 15

Pictures 16, 17, 18, and 19 show the steps to put track power to the caboose. I did both trucks so I have pickups on all 8 wheels. It might be over kill, but I wanted to make sure I did not get any power disruption. If the power is disrupted, the control module will reset itself, and then I would have to reactivate it. I could have used capacitors but elected not to at this time.



Click the link below to hear and see the caboose in action. Enjoy!

<https://youtu.be/RCcdinJp7BE>

The Lemonade Stand

Overcoming the Mistakes We Make in Model Railroading

by Jennifer Nisenoff and Tim Smith

Ft Myers, Florida

Too often, in model railroading as well as in life, we give up on ourselves too quickly. We think we failed but we really just stopped too soon. All successful model railroaders lack total understanding and make mistakes. But we can ultimately be successful by following the wise words of a famous British statesman Winston Churchill: “Never give up on something that you can't go a day without thinking about.”

This Month's Lemon: *“Giving Up Too Soon”*

Backstory: Late in 2019, I returned to model railroading after being away from the hobby for over 50 years. My friend and neighbor Vince showed me a few of his G Gauge locos and I was immediately captivated. Having long ago given my 1954 American Flyer Pennsylvania Railroad set to my grandson, I had no rolling stock, no track, and no concept of what I was doing.

One of my first objectives as a new garden railroader in 2019 was to build a portable G Scale roadbed and run trains on it. (NOTE: portable G Scale roadbed is a fancy way of saying “luggable” G Scale roadbed!).

Since the trains would run outdoors and the tracks were intended to be set up temporarily most anywhere, the locos and cars would use onboard power, not track power – my first major decision. I learned this was called “dead rail” operations.



I purchased my first locomotive (a Bachmann Climax along with a Bachmann caboose work car to use for battery storage). When I read the directions for remote control (RC) and battery power, I was “forced” to look at and learn about wiring diagrams and electrical connections.

I read up on “dead rail” operations on the internet and ultimately became fascinated by two “solutions” offering remote control and battery power operations: one developed by a gentleman from Australia named Tony Walsham & a second one called BlueRail offering a setup that used my Apple I-Phone as a remote control (RC) transmitter.

Tony's online store is Remote Control Systems (website: rcs-rc.com). The BlueRail solution for RC can be found at the website: <http://bluerailtrains.com/tam-valley-dcc/>

Tony specialized in live steam setups, and I failed to realize this. He provided a transmitter, receiver, and other electronics gadgets and gizmos (on/off switch, fuses, wiring instructions, etc.). I ended up buying most everything I thought I would need from RCS except a battery & charger. Tony had written numerous articles on battery/RC conversions. He was an expert and a reputable seller of good quality equipment. But I had bought a system designed primarily to

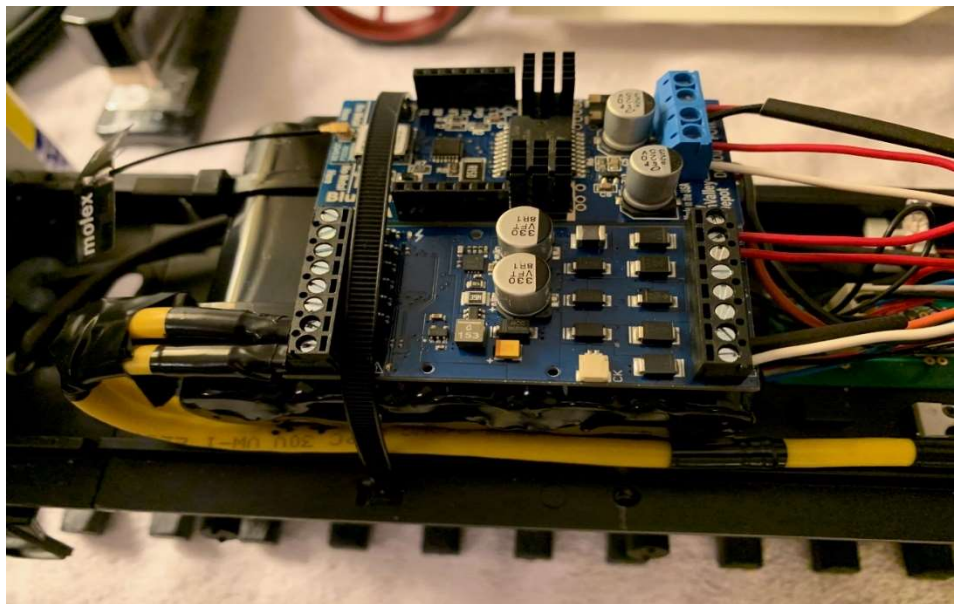
convert live steam equipment to RC and my Climax was powered by electricity. And it would take 4-6 weeks to arrive from the other side of the world.

Since the shipment of electronics from Australia would take more than four weeks to arrive, I decided to purchase a BlueRail decoder, a battery, and charger from the Tam Valley site and those electronics arrived within a week. I installed the BlueRail I-Phone application for free on my phone and started to install the new BlueRail receiver and Soundtraxx decoder in a Bachmann caboose work car along with a battery, switch, and charging port. I thought it would be nifty to use my I-Phone to operate a locomotive.

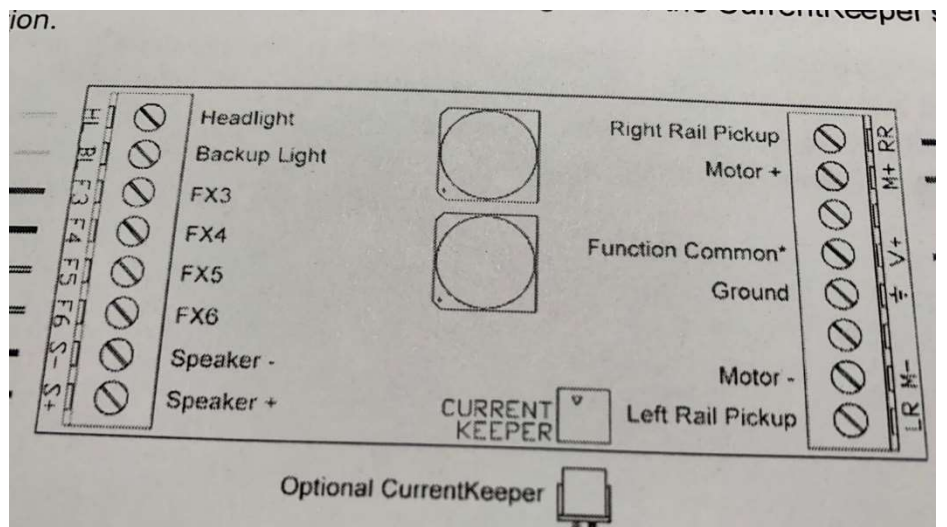
However, my own lack of understanding led to me purchasing many WRONG items. I purchased the wrong connectors to match the existing ones on the back of my Bachmann Climax. I purchased the wrong gauge of wire. I bought a cheap and ultimately useless soldering iron. When I tried to interpret the diagrams and instructions for hooking up the various elements of dead rail operations (batt+, batt-, speakers, lights, decoder, motor+, motor-, etc.) I was completely overwhelmed. What wires connected to which inputs/outputs inside the locomotive? What would happen if I wired something backwards? I was not just lost. I felt ignorant, dense, stupid, and completely discouraged. I was ready to quit and give it all up...convinced I was incompetent and too old to learn all this tedious electrical BS. My dear Jennifer encouraged me to keep at it, constantly reminding me of how smart I am and how good it would feel when I figured it out.

Even though I apparently had everything I needed, I did not know what to do.

Here is a picture of my first BlueRail 5-amp remote control receiver with antenna (top of section of photo), and my first Soundtraxx Tsunami-2 TSU-4400 ESC (Electronic Speed Control with steam sound). If I weren't a model railroader, the names would probably make me think these were being sold to cure impotence! How was one to read and interpret the little letters and numbers, and figure out what connected to what? Did one need to learn to solder or was there another way to connect using those screws on the boards? Was it necessary to cut or add wires? In what order should everything be connected?

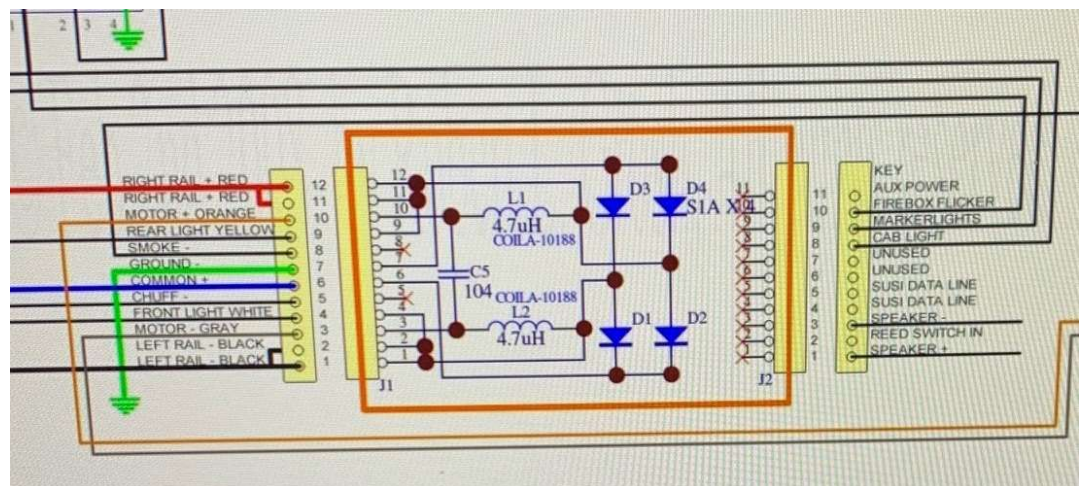


Of course, all one really needed was a nice simple diagram to figure out what connects to what. Sure enough, the Soundtraxx and BlueRail electronic board packages came with diagrams. Here is one of them...It does NOT show ANY wires or what the wire terminals are to be connected to. Which wires are required and which are optional? What is a "current keeper" and which rail is the "left" rail anyway? What is motor(+) and motor(-)?



I went to the savior of all modern lost souls who are striving to achieve eternal model railroad happiness...Google search!

Thanks to Google...I was able to find a complete diagram that showed every wire and what it connects to...but I did not understand this diagram either...And, what are those green down arrows pointing to?



Tony had put me in touch with his friend in Florida (a gentleman by the name of Peter Thornton, a member of the FGRS!). He became the best source of help I could ever imagine. Peter sent me email after email with helpful hints and guidelines and warnings and suggestions and encouragement. He sent photos and videos and hyperlinks to how-to websites. Ultimately, Peter helped me understand what I had to do and how I could use it.

Gradually, I learned to read the documents...I printed them out and then copied them by hand. I took a fine-tip marker and traced the lines. I looked to find the same corresponding wires in the loco and the connection points on the electronics boards. I used a magnifying glass to read the fine print and lots of small tab labels to mark the wires. I purchased a quality multi-meter and learned to use it to detect current, voltage, and continuity (which wire end is the other end of this wire end?). I bought a small power pack and some wire leads with alligator clips to use as a low power voltage source for testing away from the main track to keep from burning anything up.

In the end, the Climax engine ran great using a 14.5V battery, the BlueRail receiver, an on/off switch, and a battery charger port in the trail car, along with the Soundtraxx decoder installed in the Climax coal bin at the rear of the locomotive. I was able to control the speed, whistle, bell, and lights with my cellphone. Now that was totally all right!



If I were now an expert, I would use this article to show you how to read all these documents and how to figure this all out, because I have done the hard part. But I am not really much better at understanding this electrical stuff yet. What I *have* learned to do is go slow, read the documentation, use "Google Search" to find additional documentation, and consult my FGRS friends who know a lot more about this than I ever will. I've learned to step away when frustrated and then try again.

How to Make Lemonade from this Lemon: Giving Up Too Soon -

1. Do more research by reading and rereading documents until you understand them.
2. If unsure what to do, consult an expert or appeal to an online forum for help/guidance.
3. When you first hook something up, use a multi-meter to check for proper connectivity.
4. We are all NEW to this hobby at some level. Give yourself a hug and try again!

(NOTE: The left rail is the rail under the left side of the loco as it faces forward (for some diesels, forward is NOT always obvious). In the USA, engineers sit on the right side (over the right rail) and firemen or whatever a second person in the cab might be called in modern times, sits on the left - over the left rail).

Next Month's Lemon: Making Use of all the WRONG Stuff.

Remembering Victor Cary

1926 - 2021

Victor was born in London, England, September 19, 1926 and died April 25, 2021. He was married to Julia for 52 years and she passed on May 25, 2003. He is survived by his son, Jan, and his daughter in law, Lourdes, with whom he resided. Victor had 4 grandchildren: Jamie, Julie, Joseph and Aaron, three grandchildren: Jadon, Gene and Dylan.

Victor loved trains, and in addition to the Florida Garden Railway club, he was affiliated with Railways to Yesterday, a trolley museum in Pennsylvania. Victor love traveling to train shows and did so up until his passing. His fondness of garden railways never stopped, even after a hurricane destroyed his backyard layout and he became too tired to rebuild. We will miss "The Conductor"

Jan Cary
848 Macon Drive
Titusville, FL 32780



From George Sheldon:

Victor Cary passed away from bone cancer on Sunday, 25 April 2021. He was 94. I met Victor years ago through the Florida Garden Railroad Society (FGRS).

Victor liked tinkering with his trains and, before the pandemic, Victor and I used to set up and run the kids layout at the train shows. With love and patience, he helped the little ones, and some bigger ones, run the trains. There was also a group of FGRS members who used to meet for lunch twice a year at restaurants near the I-95 and US-92 interchange. Regulars were Victor, Bud and Phyllis Harriss, Mary Halverstadt, Maryanne Glaese (deceased), Jackie Sheldon (deceased), Dick and Joyce Shaw (both deceased), and John & Katie Abbott. It was always nice to catch up



with everyone.

Victor also enjoyed doing maintenance and service work at his church. He would email all sorts of funny, sad, and serious messages to his followers, sometimes several per day.

I spoke with Victor a while back and he talked about how he had survived heart surgery last year and was told by his cardiologist that he healed well, and to come back in a year. About 8 weeks ago, he stopped eating and they discovered he had bone cancer. He had been living with his son and daughter-in-law for 26 years. They provided for Hospice care for Victor at their home.

Victor was a good friend and will be greatly missed. – George Sheldon



Member Train Items For Sale

Looking to buy or swap something? Send in your request- FGRS.Newsletter@gmail.com

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.

Please submit items you would like to buy or sell to Paul Wagner, FGRS.Newsletter@gmail.com

Ads will be run for 2 months if they are not renewed. Please notify me when an item is sold, so it can be removed from the following newsletter. – Paul Wagner

WANTED: Pilot cover for USA PA Diesel. (Cow Catcher Insert)

This item is usually not needed if you have installed a front coupler on your PA.

If you have one to sell:

Please call or email:

Paul Wagner

941-445-0409

wagstation@aol.com

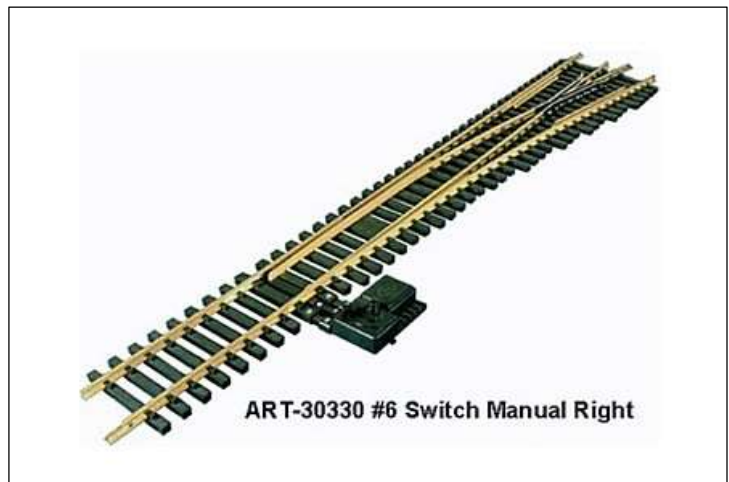


WANTED: Aristocraft Brass #6 Switches. One Left; and one Right. New or Used. Please contact Don Carter:

doncarter521@embarqmail.com

352-207-5434

Ocala Florida, I will pick up at your residence or will work out a halfway somewhere.



Member Train Items For Sale

Glenn Copper, Inverness, Florida, has an item for sale. He can be reached at 352-765-4119
Items must be picked up at his house.

This is the Orange Blossom
Special show car from NCRC 2014.
He is selling the one that has never
been open. \$65.00





From the Newsletter Desk

Paul Wagner

Reading Online Newsletters on you PC

Carla's "Online Magazine Explainer" in the current issue of *Garden Railroading News* (<https://www.grnews.org/>) reminded me that reading a magazine online can get a little unwieldy sometimes. Notice that Carla likes to read an online magazine, like theirs (and ours), with a "Two-Page View", so you have two pages displayed on your PC or tablet, like an open book. She must have a huge monitor, big enough for her to read it that way. On my laptop, and certainly on my tablet or phone, I would need a magnifying glass to do that. I'm guessing that most of you would prefer one page at a time, so I will repeat here what she mentions only in passing. After you have saved it on your PC, the GRN magazine PDF file opens with the two page view as the default, so if you want the one page display, you must change it with the "View" menu. This is not all that obvious – I always have pause to remember what tab changes it, and have to look around my screen to find it.

The "View" menu is the little tab near the top left of the page, and after you click on that, you must slide down to where it says "Page Display", and then slide over to "Single Page View" before you click it. Then you will probably want to hit the + or – buttons at the top, to get it to a comfortable size for your eyes. I hope this helps.

By the way, Bob Conant brought to my attention that there are problems with the volume numbers on GRN. It mostly stems from the fact that they originally brought out what they called a "Sample" issue, labeled Vol.1, No. 1, and then they called the Nov.- Dec. issue "No. 1" also. Hopefully they'll get that straightened out in the coming issues. The "Month" designations seem to be valid in all the issues, so best to use those when referring to a particular issue.

Bob also pointed out that in my printing instructions last month, for our own FGRS Newsletter, I neglected to mention that when choosing particular pages to print, the page numbers won't work quite right – they'll be one number off from what you enter in the print screen. That's because the cover is not numbered - page one starts on the inside first page. The printer, however, counts the cover. So you need to add "1" to the page number you enter in the print screen to get the pages you want to print. It's best to check the preview on the printer screen, if your PC has that feature, and make sure the pages you want look like what you want. If you mess up, you can always go back and just print out the one page you missed.

Thanks for pointing those issues out, Bob, and thanks to all of you for putting up with me!

- *Paul Wagner*

Email – FGRS.Newsletter@gmail.com

Phone 941-445-0409

FGRS Membership Application for 2021

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 and outdoors, or modules. We are a group of individuals, couples, and families who enjoy socializing with others and participating in train related activities.

Dues for 2021: \$20/YR for single or family memberships.

Annual dues includes a subscription to FGRS Newsletter, via web and email. If you cannot receive the newsletter via internet, a printed copy will be mailed to you. All renewals are due in January. If you are 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. The badge has 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: Name: _____ Town or RR Name: _____	Second Badge: Name: _____ Town or RR Name: _____
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