



OFFICIAL PUBLICATION OF THE SUNSHINE REGION, NATIONAL MODEL RAILROAD ASSOCIATION
"THE BEST REGION UNDER THE SUN"

***INAUGURAL
DIGITAL
VERSION***

The Journal Box

Volume 80

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From the President's Corner

In the last three Telegraph Keys I have touched on a few topics but mostly it was a message about what we are striving for with regard to the Sunshine Region as a whole. You have heard me speak about Mentorship, Fellowship and Community. While most of you know what that means and should entail, let me share how I want the SSR to be described in conversations within the Divisions, across the Region and Nationally.

Mentorship:

The Sunshine Region of the National Model Railroad Association (NMRA) fosters mentorship among model railroaders. Experienced enthusiasts guide newcomers, sharing knowledge, techniques, and passion for the hobby.

Whether it's helping someone lay down tracks, wire a layout, set up DCC or create realistic scenery, mentorship plays a pivotal role in nurturing the next generation of model railroaders.

Fellowship:

Within the Sunshine Region, model railroaders come together as a tight-knit community. They attend conventions, workshops, and local meets, forging lasting friendships.

Fellowship extends beyond the tracks—whether discussing locomotives, at Ops sessions, over coffee, or swapping tips on weathering freight cars, these interactions create bonds that enrich the hobby.

Community:

The Sunshine Region hosts events like the Sunshine Regional Convention, Division meets and workshops, where railroaders gather to celebrate their shared passion. These conventions, Meets and Workshops feature clinics, layout tours, Swap meets, camaraderie and even a Train show or two.

Community also involves outreach: engaging with schools, libraries, and the public to promote model railroading. By sharing their love for trains, Sunshine Region members inspire others to join this captivating world.

In summary, the NMRA Sunshine Region thrives on mentorship, fellowship, and community, ensuring

the magic of model railroading continues to steam along!

This is the Sunshine Region I want to be a part of, that we need to foster, nurture, and grow! The Current board is committed to ensuring this happens across the region and we need you to join us in creating and maintaining this at the local level and within your divisions. After all, that is where the steel wheels meet the rail! Look to your Division Superintendents and get the word out. There is a lot going on!! So, join us as we get this engine up to Steam and head out to foster a stronger, more inclusive SSR!

Andy J. Zimmerman
ATCS AW USN Ret.
SSR President

From the Editor

Greetings, I am the new editor of the Journal Box and hopefully I can maintain the standards that my predecessor instilled in the publication.

A new editor, a new format, a new masthead, many “news” coming at you with this edition of the Journal Box. As the new editor, hopefully I can fill the shoes of the previous editor Robert Raymond who did an excellent job. He is a tough act to follow, for something that he was told would be a temporary position, he soldiered on for many volumes. Robert stated in the last edition of this publication, that times, they are a changing! I hope I can live up to his editorial standards, his input and his humor on these digital pages without stumbling too much. As to the format, I have been a longtime proponent of changing the Journal Box to be more accessible, non subscription publication, available to all! I understand the consternation and displeasure of some, as witnessed by the picture of someone incognito sitting behind the open pages in the last Journal Box, understating the demise of the printed edition. On the other hand, I understand that you cannot take your computer everywhere, although laptops are portable, but there are drawbacks of having electronics in the lieu.

I know some of you would rather have a piece of paper in hand, but the printed version was restricted to a page count and a cost that drained the coffers. Years ago, the Journal Box at times exceeded 40 pages, we even had a “Yearbook Issue” before that became illegal. But due to the costs of printing and mailing, the overall page count was reduced to 16 pages, making it more affordable. After the front cover, back cover and boilerplate, the quarterly president’s messages, treasurer’s financials, and superintendent’s reports were inserted, not much room was left. Bottom line, content suffered! Content suffered because those who did offer needed to edit what they wanted printed to the point of a subject reduced to a synopsis, hence not much interest, not much content.

This scenario prevented many potential authors from not providing content going into the publication. This made the editor’s job challenging, the proverbial, how do I get ten pounds into a five-pound container, or something to that effect. But, by being digital the page count can far exceed 16 pages, it is infinite. So, we have the opportunity to provide the region and beyond the region with content, so it is up to you, the reader. Bob Gangwish, who had the position of editor a couple of times in the past always put out his requests for content, much like Mr. Raymond and I ask the same as did my predecessor. The information that is provided within the publication is only due to the fact that our members have an interest in telling stories and teaching.

Now to the reason for the Journal Box having a new masthead, it is not because the old one was bad, but because I never understood it. Through the years this quarterly publication has had many iterations of the masthead, all of them simply with the title and the obligatory logos and verbiage. I understood the “Journal” part of the title, but the “Box” always eluded me, there was no box. The top of the page displayed a rectangle, a diamond, or nothing at all but the words, no box. The outline of the state was always predominant, but that was already in the SSR logo, again, no box. Since I had the opportunity to change it, I saw fit to do so. To me the journal box is on the end of an axle securing it to the sideframe, whether friction, or roller. I am not a contemporary modeler, nor am I a fan of today’s motive power, which is why I chose a Blomberg B truck, it is iconic and it does reflect my age. Even if the reader doesn’t know what it is called, they recognize it, they can tie it to EMC / EMD, they have seen pictures of it and know it went under F and GP units and now they can associate the Journal Box with it.

I hope the first digital iteration of our Sunshine Region quarterly publication is to your liking, enjoy! So, I ask that you provide content, or comment, either way, it will be addressed. Enjoy the read.

Bob

This Quarter's Contributors

Bill Cialini - A master at making new things look old with his weathering techniques, his work is showcased on what can be done with a swap meet table find. How you can turn a sow's ear into a silk purse, or in this case a very unique and old looking piece of rolling stock.

Mike Collins MMR- Mike gives a bit of history in his published photos as a photographer of all things railroad. Mike has been an ever-constant contributor to this publication and he doesn't fail this time around. He displays his abilities with a camera, he shows us his past offerings entered in the competition to W.K. Walthers company with photos for inclusion to their annual catalogs.

Ed Harris - Ed provides Part 2 of the "Adala – Short Line Company" its story and some of its history and his venture into modular railroading with his version of the railroad. I have included synopsis from Part 1 to bring the reader up to speed.

Glenn Kopriva - A T-Track advocate, he writes about his experience in the little stuff with a multi-part series titled "A Day in the Life of T-Trak, part 1". Glenn takes the reader through the foundational steps of building a module for the T-Track followers. Step 1, build a box!

David Leider MMR - Describes his thoughts of the weekend at the Cocoa RPM, what he saw, the people he met and his opinion on the advantages one experiences by attending the gathering.

Chip Pecere - Chip is very proliferate this quarter, he wrote a piece explaining the whys and why nots to the design of his layout with "Let's Design a Railroad .. Old School". He also wrote a short piece "RGS #5 in On30" about a goose on the Western Bay railroad, a mechanical one.

Bob Poole - Gives the reader an intro to his layout, his "O" scale layout, his large "O" scale layout with track plans and photos. His layout holds a place in modeling history, the track plan was drawn by John Armstrong, the man who coined the axiom "Givens and Druthers".

Andy Zimmerman - Provides a How-To on building a portable test, programming and operations central command station in his piece "When Lockdowns and Isolation Collide with Necessity and Innovation". Andy is big in T-Trak and his "electronic suitcase" satisfies a solution to many modular layout power problems.

Andy has also provided a piece memorializing Robert (Bob) Gangwish, a past SSR President, past Journal Box Editor and a NMRA Secretary who passed away a little over a month ago.

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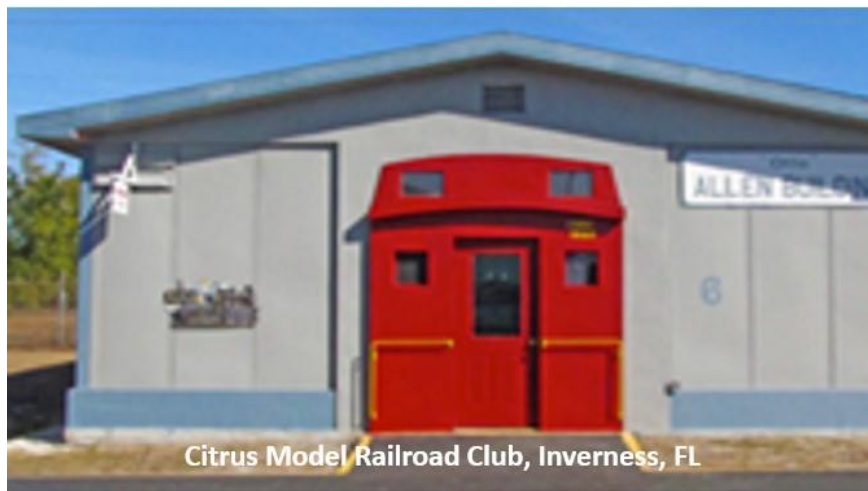


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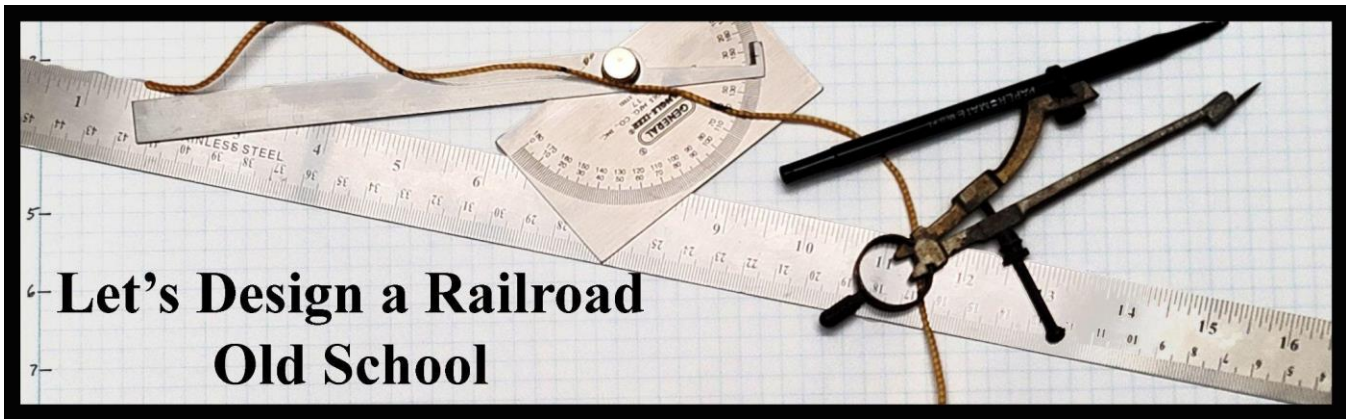
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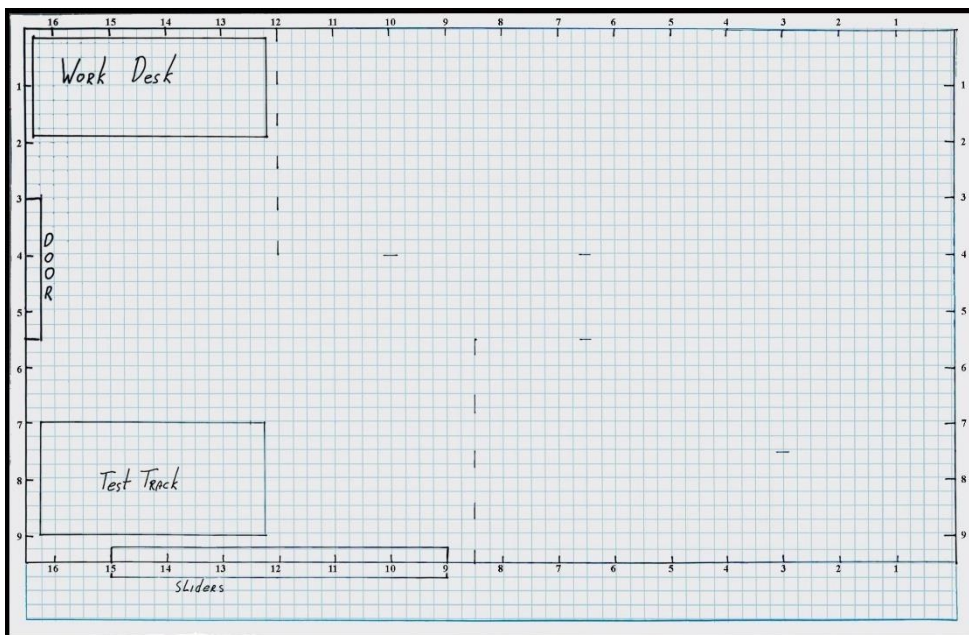
Let's Design a Railroad Old School

Now it's time to design a railroad. All the tools you'll need are in the first photo: Compass, protractor, ruler, string, pencil/pen, and graph paper. We all used these in school at some point in time. Be certain that your graph paper has one inch blocks on it. It's easy to work with one inch equaling a foot. Also be sure that there are enough squares to cover the room size or the board size of your railroad.

Before you get started, what is it that you want out of your railroad? Do you want a point to point, lots of switching, how about a continuous run? Will there be a yard, how about industry? Where will this be, what region will you model? What is the terrain? Don't rush to lay down track. Make a list of what you'd like to have on your railroad. Take a little time and really think about what you're going to build in the space you have.

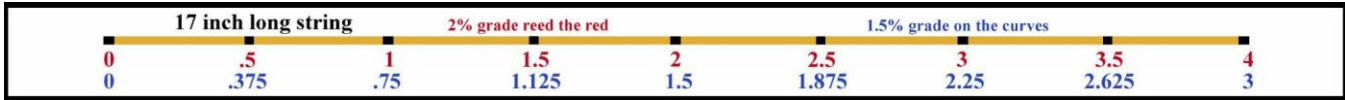
My personal notes...I have eight grandchildren and I wanted a continuous run for their entertainment. When I moved to Florida I decided that I wanted to model the view I'd seen driving up the New York Thruway in the fall. This is what I have now. So I started my list. I knew the size of the room I had to work with. I wanted to see passenger cars going by.

This meant a large radius. NMRA standards state that a broad radius is 17" in N-scale, so my minimum radius would be 18". I wanted stations, some industry, passing sidings and a yard. This was the start of my list. I wanted wide enough aisles so two people can pass through comfortably making it easy to maneuver. Even the height of the layout had to be taken into consideration. I made my minimum aisle 30" and my lowest track 42" off the ground. Remember that you will need to be able to reach every piece of track at some time or another. This means lift outs or arm's reach.

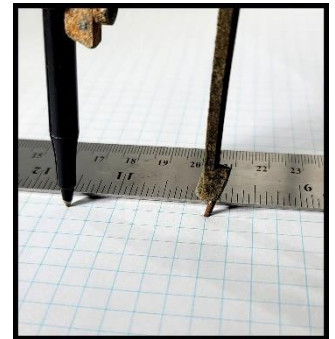


Let's start drawing. Mark your graph paper every inch, across and down. If you have a certain size board to work with, draw it on the graph paper. If you're working within a room, draw the room.

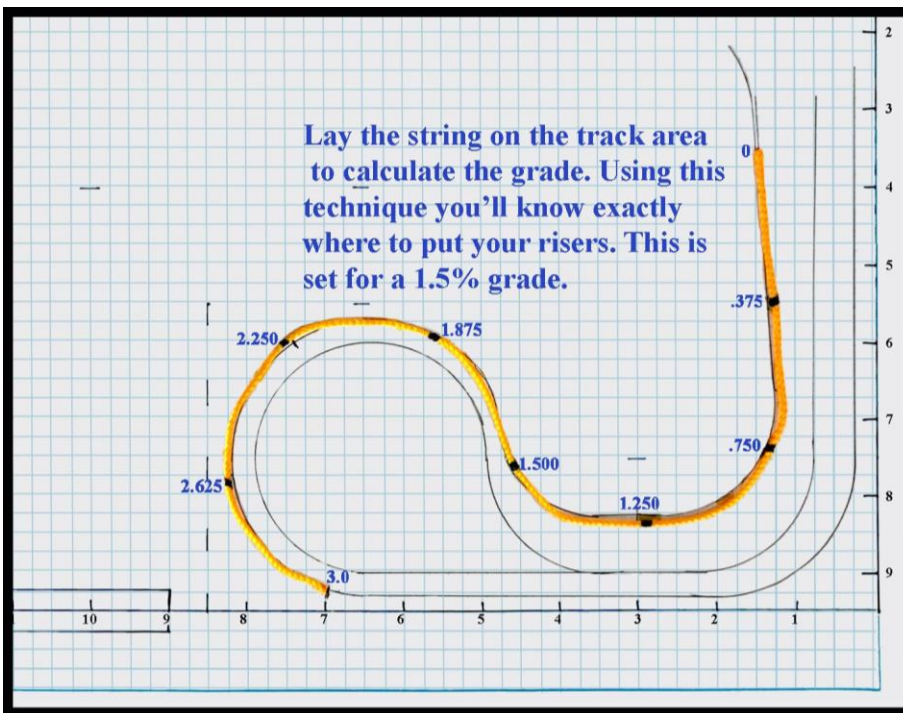
Now we need to be concerned with the grades. Most modelers stay within a two percent grade. Two percent is two inches over one hundred inches. This is rise over distance. So how do we calculate this on paper? If one inch is equal to the foot, then that one inch is equal to twelve inches and eight inches are equal to ninety-six inches. I just added the extra half inch to become close to one hundred inches. Cut the string to 17 inches long. That will be equal to two hundred inches when building. Use a Sharpie (magic marker) and place a mark on the halfway point. Then mark it on half of each side of the string. I actually added marks between all of this.



Now you have the string marked at the 25", 50", 75", 100", 125", 150", and 175", and the string represents 200" in length. Being an N-scaler, I never wanted to go over a 2% grade - - remember, that's 2" over 100" and 4" over the length of the string.. Also know that there is more of a load on your motive power when your grade is on a curve. I kept mine at 1.5% on the curves. The illustration with the string identifies the location of the risers to maintain a 1.5% grade.

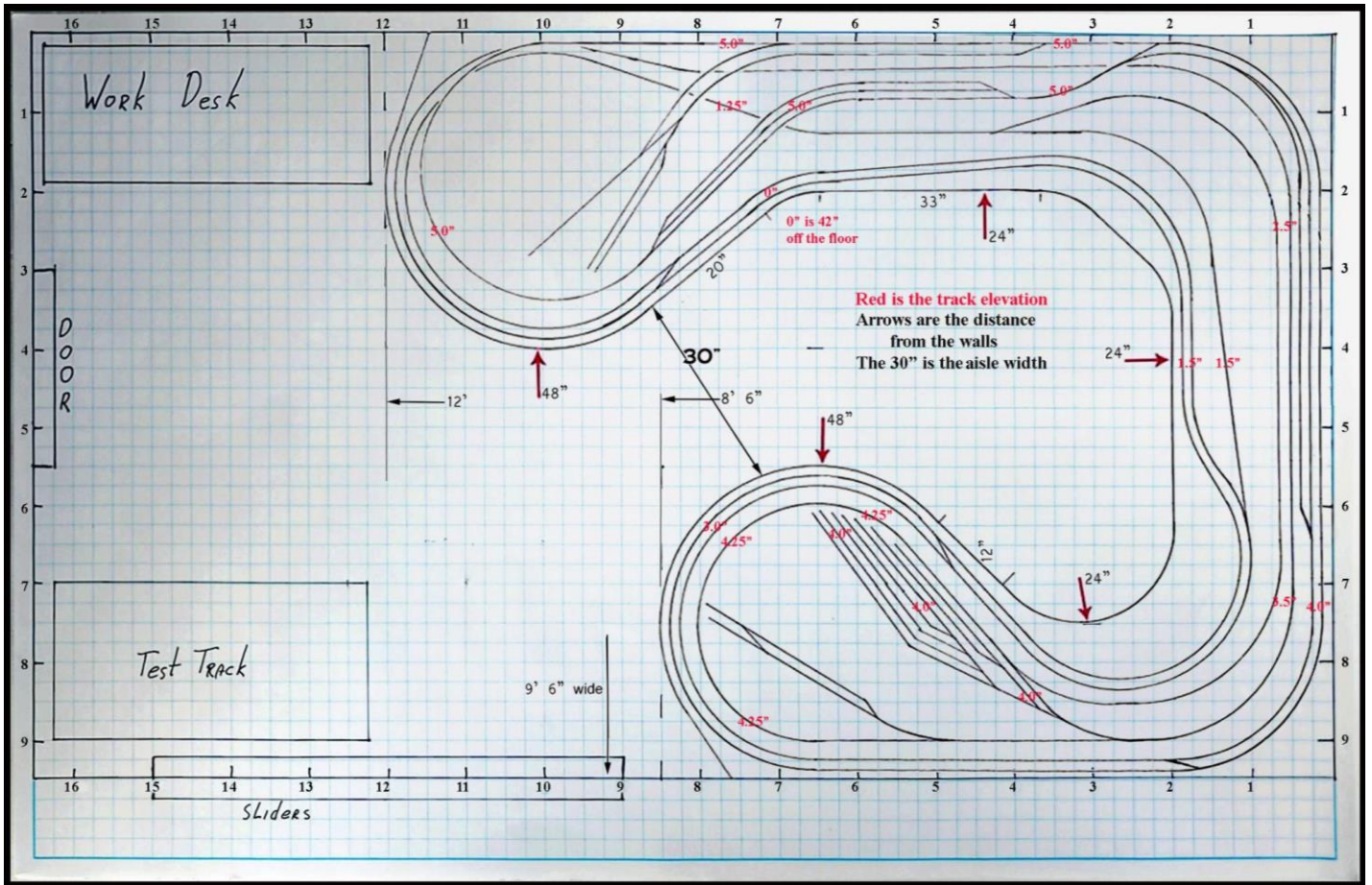


Using the graph paper as a guide, 1 inch is equal to 1 foot. So with your compass an 18" radius will be 1.5" on the paper, and 24" will be 2" on the graph paper. At some point tracks will probably pass over one another. This is where you'll want the string. The next example is the rise over distance. The string is starting on an area with no rise 0 and rising through an S curve to 3.0. This means that you have a 1.5% grade.



I also didn't want any track parallel to the front of the layout. I found that just a slight angle (5 degrees) to the board had a more natural or pleasing look to it. This is where I used the protractor. Having this on paper will make it easier when actual construction starts. Also keep in mind that your layout does not have to be parallel to the walls or aisles to each other. I drew my track plan over a dozen times. Every version I would tape to the walls in my train room. This is so important. Stare at the plans, decide what you like, what you don't like, and draw it again. If you want to make it a little easier take the one you like the best and modify it by tracing it into another sheet of graph paper, leaving room for your new changes. I was determined to (in my mind) get it right. I felt that this will be my last home and the last railroad constructed. So, draw it till you're happy. It's easier than ripping up track. It's easy to say 'be patient'. I know as model railroaders, most of us want to see our trains run, now! Set up something small while you design your layout. I had a 2'x4' board with an oval on it. It made me feel good to see them run while I was designing a railroad. That 2' by 4' became my test track, break-in, and program track. I spent a few months designing. I wound up with a sort of twisted dogbone that went over itself a second time.

This is my train room with my track plan. I decided that my aisles needed to be wide enough for two to three people to operate. All the heights (elevations) are marked in red. I chose not to have a turntable and roundhouse simply because



of the space they consume. Also with my railroad being set in 1957, most of my motive power would be diesel. I wanted enough industry to give it purpose, switching, and have OP sessions.



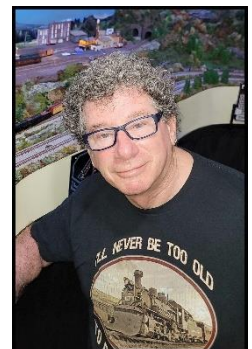
The F units in the foreground are at zero elevation. The Challenger is at one and a quarter above, and the M1 and RS are at a five inch elevation. This scene is where I go from the lowest to the highest point on the railroad.



Here is where it is today. My next article I'll discuss how I constructed it with contour. As I said earlier, I needed to make the fascia strong enough for my grandchildren to lean on. Then we'll go over wiring for DCC and turnout control, all of which was done before any of the scenery became permanent.

This is my last railroad and I wanted it to keep my interest for a good long time... and it is. Detailing each scene will never end. A hobby that I got involved in at the age of 5 years old, and at 67 I'm still passionate about model railroading.

Chip Pecere



A Day in the Life of T-Trak, part 1

By Glenn Kopriva

Welcome to a multi part series that dives into what T-TRAK is, how it works and how we can have a lot of fun with it. More importantly, let's discover how we can look at another aspect in the model railroading that's a cross between a diorama and can also be part of an extensive layout! Not all of us are fortunate enough to have space for a home layout or maybe budgets are more constrained or perhaps we don't get out as much as we used to... OR just maybe we want a new challenge or the opportunity to test our creativity and create something that is of real interest to each one of us, that's what T-TRAK can be!

How does the thought of creating something in the space of 12"x14" sound? Can everyone find the space in their apt, condo, closet that they can store this? I think the answer is a resounding yes! A T-TRAK module can be as small as 12x14 inches and provide ample space to model a scene you are passionate about. Even if you typically model in a scale other than "N" you can have some fun creating a scene that brings back a memory, a wild fantasy or something in between.

The way T-TRAK works is slightly different than other module systems you may have heard of, like NTRAK or FreeMon. T-TRAK modules sit on top of a table whereas N-Trak and FreeMon require legs to allow their modules to be free standing. There are also differences with standards, track layout etc. T-TRAK, in my opinion, is the easiest for anyone to get into and easy on storage space and set up.

There are multiple sizes of T-TRAK modules; a single 12x14, a double 24x14, and a corner unit 14.5x14. Modules can be built from scratch, from a kit or built and delivered to you fully ready to get your creative juices going. I opted to purchase a ready to run double module which was delivered to my door for \$86.00. I don't have all the woodworking tools I once had and when looking at the cost of the kits it made more sense for me to purchase the module prebuilt as the cost was maybe 20-30 more than a kit and I know it's all predrilled and meets all specifications. Certainly, you woodworkers out there are free to build your module which would be the cheapest option of the 3 but also more time consuming.

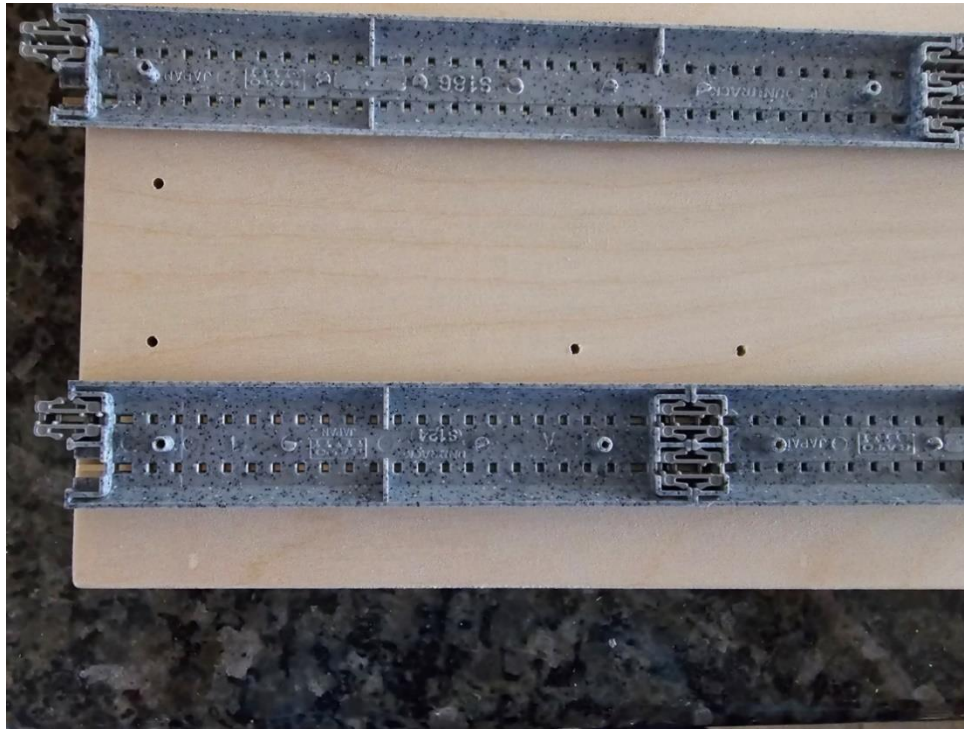
T-TRAK offers the ability to create something that will not take up much space, be fun to take to meets to conjoin with other modules and create a really large layout that I could never have at home. Since Kato track is used it's very easy to get the track laid and the time can be spent developing your scene. It is also cost effective; a single module can be built for around \$100-150 including track depending on what your design entails.

The first step is to decide what size module you want to build or have space for, a single, double or corner. Once that decision is made you have to determine if you want to build your module from scratch, purchase a laser kit or have one prebuilt/predrilled for you. As I mentioned I purchased my module fully assembled. I purchased two double modules so my cost was \$172 (including the

backdrop and hardware) for both plus the cost of my Kato track. As you can see the modules were well packaged and arrived pristine and ready for paint.



(above)The inside of the pre-built module including all hardware taped to the top.



(above) You can see how the predrilling in the pre-built kit aids with track alignment.

I purchased my modules from T-Trak by Denniston. He can be reached via email at DENNIND@gmail.com (also take a look at the latest NMRA Bulletin as he is a new NMRA partner). Stuart Denniston is the owner and I can vouch for the quality of the module. His pricing as of this writing is below. I suggest getting any module with the backboard so you have a background board for your sky.

Single pre-drilled w/backboard \$51

Single Pre-drilled w/o backboard \$41

Double pre-drilled w/backboard \$69

Corner Unit Pre-drilled \$41

Plus shipping costs which are estimated at \$15.

A single module shipped to you is approx. \$66, a double; \$84. Not bad and you are ready to start the creative juices flowing.

Lastly, we need to paint our module. There are two standard colors used here; Sky Blue for your backdrop and a Very Dark Brown for the module itself.



(above) The standard paint colors available from Home Depot – about 30 bucks for the two quarts – label info is there for the Sky Blue and Very Dark Brown colors.

In part 2 we will paint our module and get it wired up and I'll share some online video links from YouTube or feel free to search them up!! Until then have fun!

Glenn

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When Lockdowns and isolation collide with necessity and innovation!

by Andy J. Zimmerman BBMRA and NRMRC

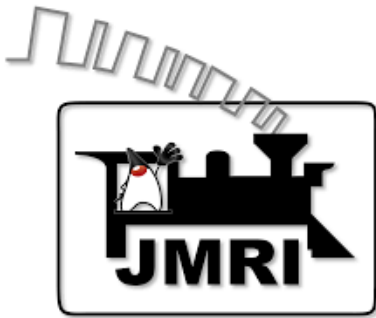
During the height of COVID-19, model railroaders found that their hobby lent itself well to being isolated. Talk to any model railroad manufacturer and they will tell you that while 2020 and 2021 have been filled with doom and gloom for many, it has been a boon for the model railroading industry. For some of us, the isolation, and staying shut-in were cathartic. Some may say, WHAT? Why? The answer is we could keep that creativity going, we could continue to build and improve our layouts and it allowed us to innovate. Remember that adage “Necessity is the Mother of invention”? Recently I saw a revised version that rang very true,

“Necessity is the Mother of invention, it is true, but the Father is Creativity and Knowledge is the Midwife” -Jonathan Schattke

Anyone that knows me knows that I am an N-Scaler and that T-TRAK is my preferred modeling method. During the past year and a half, I have built an additional 6 modules complete with lighting, sound as well as operational signals, and switching.

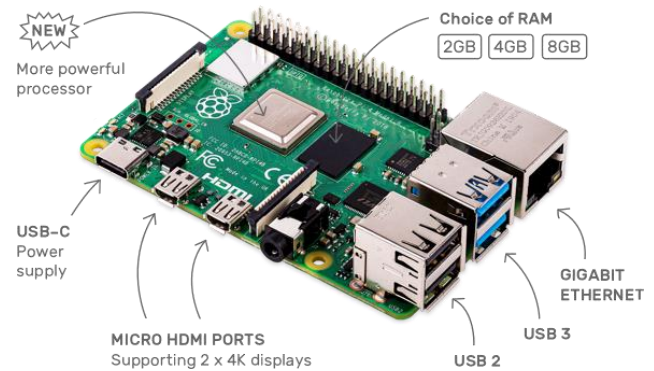


As I began to assemble my modules, it became evident that I needed something different than the conventional DCC power setup. So many components and connections, wires everywhere, in what could easily be described as a spaghetti mess. It was time to innovate. I needed something more compact, something that allowed for additional functionality without all the sprawl. I needed the versatility of using a tablet or a phone as well as my DCC Throttle. Since nothing out there incorporated all of the functionality I needed or wanted, it was time to innovate! With my background as an Electronics Technician and IT coupled with my modeler's experience and all of this new found time (thanks to the Pandemic), I was sure I could use it as a foundation to create what I needed!



Engineering the Build- First, I needed to look at what functionality I wanted available at my fingertips, I wanted to be able to incorporate my RPi running JMRI®, the NCE PowerCab and PH-Pro command station, a Programming track, and wireless control so I, along with my fellow N-Scalers, could walk around with the Engine Driver app or WiThrottle and run trains. I needed an independent 12vdc accessory power and the ability to throw switches remotely, wired, and wirelessly. A circuit breaker and the ability to control more than one zone was a must, as well as the ability to monitor how much voltage and current I had running to the main lines... The wheels were turning....

I began assembling all of the components I already owned on my workbench and developing a parts list. I needed a Raspberry Pi 4 with wireless built-in for my JMRI install and two display outputs. HDMI and USB3 connections would be a must along with a wireless dongle for a wireless keyboard and touchpad for direct access. To get power out to my T-TRAK modules I would need power switches and detachable power cables, Anderson power pole connectors, and a 4 connector housing for each of the zones. For the uninitiated, an [Anderson Power pole connector](#) is a genderless design (both male and female) capable of handling nearly any electrical need. These connectors can be dovetailed together for secure and reliable connectivity, but I digress... These connectors make module setup and take down quick and easy, while maintaining a strong, reliable electrical connection.



The output of the NCE command station is monitored through a DCC meter, either a DCC Specialties RAMPMETER or a DCC Concepts Alphameter. I have both and went with the Alphameter for purely cosmetic reasons. This freed up my RAMPMETER for troubleshooting issues on the mainline. The DCC meter is necessary to monitor my output to the track. For accessories, I would need an independent 12VDC power source and a way to monitor it as well. For convenience, I wanted a way to charge phones and tablets, or other accessories. I had the [NCE DCC PH-PRO Command Station/5W power booster](#) on hand but needed a circuit breaker that would handle 4 zones. For that role, my research indicated that the [Digitrax PM42](#) would serve nicely. Lastly, I wanted an onboard [10-inch touch screen display](#) and an output for a second additional, larger, display when performing programming or accessing rosters. In this case, it is a [15.6-inch ultra-thin Monitor](#). A plan and a design were coming together...



Picking the right case was in a word, *paramount*. After looking at multiple cases I settled on [the Rigid Pro tool system. Specifically the RIDGID22 in. Pro Organizer](#). This case appeared to meet all of the requirements for the build.

It has deep wells, sturdy dividers and the inside liner of the lid is removable and snaps firmly back in place.



With a little modification, there is room to string cables between the lid and the liner. This also gave me a recessed area to mount the touchscreen. The plastic is rigid enough to provide all of the needed protection, yet pliable enough to allow for modifications without much trouble. The well in the center is deep enough to house a small power strip, the NCE 5 amp PH-Pro command station, and a Digitrax PM42 - Power Management Circuit Breaker to control 4 separate Zones/power blocks. The spaces in the lid were easily deep enough to House a Raspberry Pi 4 and give it room to breathe. As a bonus, this case will interlock with the other tool Rigid tool cases in this series so it can be transported as a system.

This case seemed to be highly suitable and readily adaptable to support an all-in-one power system build.

The Build:

I began my installation by removing the lid interior liner and making a cutout for the Raspberry Pi 4, secured it, then cut out the channels for the cables for the [10.1-inch touchscreen](#) (1024x600), and added the mounts to secure the monitor. The monitor is mounted with rare earth magnet plates and double-sided 3M (gray) double-stick tape. similar to those used on name badges.



Once the Raspberry Pi IV and the monitor were in place, I installed the JMRI free software, I specifically went with the version that was specifically written for a Raspberry Pi. The preconfigured image that I downloaded came from M. Steve Todds's website (<https://mstevetodd.com/rpi>) and was written to a 32Gb micro sd card using Win32DiskImager. (I believe what Steve is now recommending is [Etcher](#)). Once done, I inserted it into the Raspberry Pi 4 and switched it on to verify everything was operating properly, I performed an upgrade to Version 4.22 (4.24 now) I remounted the Pi4 then checked for fit then opened it back up again to run additional cables.

With the Pi4 in place and programmed, I added the second HDMI connection and ran it through the channels that I had cut earlier and down into the right well where I connected it to a [female to female HDMI extender](#) that I secured into the right side of the case.



With the second HDMI port installed I now had the ability to attach an additional screen (pictured at the end of this article) should I need it. I purchased a single [15.6 in monitor](#) for just that purpose. Is this a must-have? No, but it is definitely easier on the eye and provides additional workspace. If nothing else the redundant capability is now

built-in.



Next, I mounted my [NCE DCC PH-PRO Command Station/5W power booster](#) into the middle case well and secured it through the case with screws and the pre-installed mounts. This was then wired up to the [Digitrax PM42 Circuit breaker](#) via the [DCC concepts Alpha Meter](#) which is mounted on the center deck along with the [DCC Concepts Alpha panel](#) for the NCE PowerCab. I highly recommend that you add [the Linchfield station PM42 breakout board](#) to make the connections

simple and allow wiring up 4 separate Zones/power blocks. The Linchfield station board/Digitrax PM42 needs to be connected to a separate DC Power supply, independent of anything else. Track power is supplied by the NCE PH-PRO powered by the [P515 Power Supply for PH-Pro 15v AC 5 Amp](#) which is mounted into the right well along with a separate [12vdc power supply](#) to handle all of my "Accessory" power. All of these outputs were wired to Anderson power pole connections and mounted into the rear of the case. Red/Black, Yellow/Black is for the T-TRAK main lines and White/Black is for the Accessory (12 Vdc bus) output (Right side above left)). Despite having a shorter programming track on the Center deck (a single piece of Kato 20-000 track) I also added a Blue-white output (pictured top right) for an auxiliary programming track with a little



more length. In this case, I am using the [Good Deals DCC TT-10 \(HO and N\)](#) test track (pictured below). I can program HO or N-scale locomotives at shows, or even just test one out for a patron.



On the top right "deck", (which I will discuss later) I added several charging ports DC voltmeters to monitor my auxiliary DC output for the charging station. These ports allow me to charge my tablet or cell phone while also allowing me to provide and monitor power to the accessories. These can be switched off separately to save power if needed.



The 12 Vdc power is divided into 2 Buses and controlled independently. The output voltage and current are monitored via the embedded Digital Volt Meters or DVM's (Pictured) in the lid.



To ensure that the DCC bus isn't accidentally or inadvertently connected to the DC line. The Anderson Power Pole connectors are mounted horizontally (White/Black pictured to the right) to prevent connection to the DCC (Red-Black/Yellow-Black) connections which are mounted vertically.



I needed a method to provide cooling, a series of [micro fans](#) fit well into the side recesses. I added a series of four, into the right chamber to circulate air across the power supplies.

Cooling: Because power supplies give off heat and it is enclosed



To review.

This case has three "wells", in the left well, I have the system power switch wired in and two storage bins. In the center well I have a power strip mounted to the rear wall. The [NCE DCC PH-PRO Command Station/5W power booster](#) with a [Digitrax PM42 Circuit breaker](#) hosting [the Linchfied station PM42 breakout board](#). In the far right well the 12 DC power supply for the Accessory bus is

housed with the [P515 Power Supply for PH-Pro Command Station](#).

Once the internals were all mounted, wired, and plugged in I cut deck lids from 3mm hardboard. On the left, the partial deck lid was paired with a solid rubber divider that covers the 120V input and provides protection against inadvertent contact (and possible electrical shock). The middle deck contains a 3D printed the circuit breaker indicator panel (Z-1 through Z4 and Power



pictured) connected to the PM-42 for quick and easy identification of any zone with a short. Monitoring my electrical output is the DCC Alpha meter and the Alpha panel provides connectivity to the command station for the NCE Throttle. Additionally, I have a small programming track mounted to the left for programming off the main. The right deck houses the USB power station for accessories as seen above.



Lastly, since I was using a wireless keyboard with a touchpad I added a small removable stand that slips onto the latches to support the keyboard. All and all, I love the finished product. It has already been tested in battle at our recent Train show sponsored by our club. One of the DCC systems went down on our club layout and our N-scalers were unable to run trains. Any Show manager or exhibitor knows that if the doors are open, trains need to be running. Since the entire system of cases interlocks and I was able to transport everything from the DCC system to the toolbox and parts we had a redundant system that would power any of the T-TRAK layouts (N, HO, or Z) or our 30 x 12 N-Scale traveling layout. It is convenient, portable, and reliable.



Completed NCE AIO DCC Control System with the secondary monitor



Andy Zimmerman is a 23 year retired US Navy Senior Chief and current Assistant Director for IT at Florida State University. He has a background in advanced electronics and computer systems. Andy has been a model railroading enthusiast since he was nine and as is typical, his love of trains all started with Lionel trains. As he got older and moved around, space was limited so N-Scale became his passion. He is the current President of the Big Bend Model Railroad Association (<http://bbmra.club>) in Tallahassee Florida and a member of the North Raleigh Model Railroad Club (<http://www.trainweb.org/nrmrc/>). He serves as a member of the NMRA IT team and is a member of the Sunshine Region (SSR) NMRA Northern Division (<https://www.sunshineregion.org/northern-division>) where he is focused on N-TRAK and T-TRAK. Feel free to comment or ask questions. SeniorChiefZ@outlook.com.

Big Bend Model Railroad Association

T-TRAK
N Scale Modular Railroading

2 day Show!
Sat & Sun

T-TRAK-Z
Z-Scale Modular Railroading

33rd Annual

Tallahassee Model Railroad Show and Sale

June 22nd & 23rd 2024 at the North Florida Fairgrounds

Featured Vendors:

- Mudd-Carey Models
- Motrax Models
- Rail Scale Models
- Tucker's Train Supply
- Notify Me!!

Showcase

Bill Cialini

SFRM 101250 MOW Gondola

The following pictures illustrate what can be done in the hands of a skilled and artful modeler. What we have here is an upgrade of a basic Athearn kit into a detailed and weathered gondola in MOW service for the SFRM (*actually the SFRM Boca Division*). Bill Cialini transformed this car by adding separate grabs, cut levers, styrene panels, some deformation, and weathering techniques. Bill is the owner of the Defiance & Northern Railroad, a contemporary road that acquires equipment from larger roads and patches the equipment out with the D&N name. *{Editors Note: There will be a photo spread of his railroad in a later edition}* He is an avid weathering artist, using many techniques from oils, powders, and his favorite, Gouache paint.

Bill is the former owner of “Run 8” a company that supplied the modeler with glazing for both motive power and caboose models. For those of you who have been in the hobby for a while, you will know of the name.



The tie load of “Northeastern Scale Lumber” is removable, so in effect you have two cars, perfect for operations.



The "B" end of the car details the cut lever, grab irons, deformed upper sill, and reinforced letter panel.



The "A" end with cut lever, grab irons, deformed upper sill, and full width reinforced letter panel.



Bowed and deformed side panels of .0005 styrene.
The additional paint out markings of "Tie Car" denote its sole purpose.



Loaded



Unloaded

{Not bad for a \$5.00 car from the swap meet.}



The Western Bay is owned and operated by a friend of mine, Al Sohl. This is an O scale railroad, running in On30 gauge. It's a 950 sq. ft. layout in an extension on the back of his house in Port St Lucie, FL. Al models the D.R. & G.W. and R.G.S. Lines, set in June 12, 1939. Al, an NMRA Master Model Railroader, wanted to include the Geese that actually ran at that time. Al had built the #2 and #7 Geese. The #2 is scratch built from brass and used a Broadway Limited Imports (BLI) Precision Goose power truck and pilot truck. When the #7 was built, it was modified using a Precision (BLI) Goose freight box, power truck, and pilot truck and a Bob Sloan etched brass Pierce Arrow body of a goose at Coronado Scale Hobby in Phoenix, Az.



The Prototype(s) Al wanted the #5. The Western Bay RR needed 3 motor cars for their scheduled quarterly OP sessions to fulfill the mail contracts.



All 3 geese have power trucks, Tsunami II decoders and Soundtraxx Current-Keepers "Keep Alive" as well.

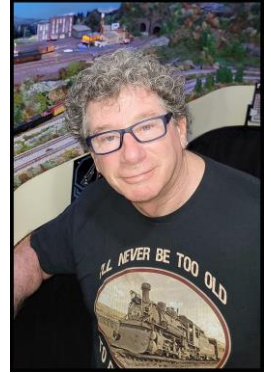


These geese now have to move from Alamosa through Navajo, Dulce, Alpine Tunnel, and Denver on the first division. On the second division geese are used to transport mail throughout Ridgway, Placerville, Dolores, and Durango.

A few weeks ago, Al came across this Pierce Arrow in 1:43 scale. It's a Die Cast Direct 1921 automobile with frog-like headlights on the fenders. AL purchased two of them, one to be sacrificed and the other to sit on the shelf. Doing pretty much what the Rio Grande Southern crew led by Jack Odenbaugh had done, Al purchased the 1921 Pierce Arrow, spread it open, replaced the roof, added the Precision (BLI) freight box, and after detailing now has the #2, #5, and #7.

Al has been building his railroad for the past 13 years. He treats it as a club layout. We try to gather every Tuesday and work on scenery, repairs, and/or just operating. An article called 'The Western Bay Aerial Ore Tram and Ore Dump' can be found in the Jan/Feb 2018 issue of the Gazette. If you're interested in seeing more or getting involved with Al's group, go to his website, westernbayrailroad.org

Article and photos by Chip Pecere and models by Al Sohl, MMR





The Western Bay Railroad is a 950 square ft On30 layout in Port St Lucie. We meet almost every Tuesday evening. We are looking for new members to join our group. There are OP sessions & scenery that we are still working on. If you're a modeler and serious about learning, give us a try! Go to our website or contact Al Sohl MMR als0622@yahoo.com

'No dues, just a great experience'
westernbayrailroad.org



E C H O E S

EAST COAST H O EXHIBITORS SOCIETY
MIAMI, FL



E.C.H.O.E.S is a modular model railroad club located in Miami-Dade, Florida, dedicated to building and displaying our HO scale model railroad layout. Our purpose is to enjoy and promote the hobby of model railroading and preserve the history of railroading in South Florida. The club was started in the summer of 1985, with the goal of presenting a HO scale modular model railroad layout for display at "The Harvest Festival". Throughout the years, the layout has been displayed at regional conventions, four NMRA National Train Shows (Atlanta twice, Ft. Lauderdale, FL and Orlando), and other events in Miami Dade and Broward counties. We do running/operating sessions several times a year and welcome guests to join us. Membership is open and we welcome anyone who shares an interest and passion for Model railroading.

For more information, please contact:

Rick Diaz	rickdiaz@att.net	305 496 9266
Tracey Sanders	tassailor@mac.com	786 514 5667
Herb Ford	ehf640@gmail.com	786 375 1424





Call for Candidates

The year is 2024, an even-numbered year, a year that calls for the SSR to hold elections of officers for the forth coming board. Offices open to candidates are;

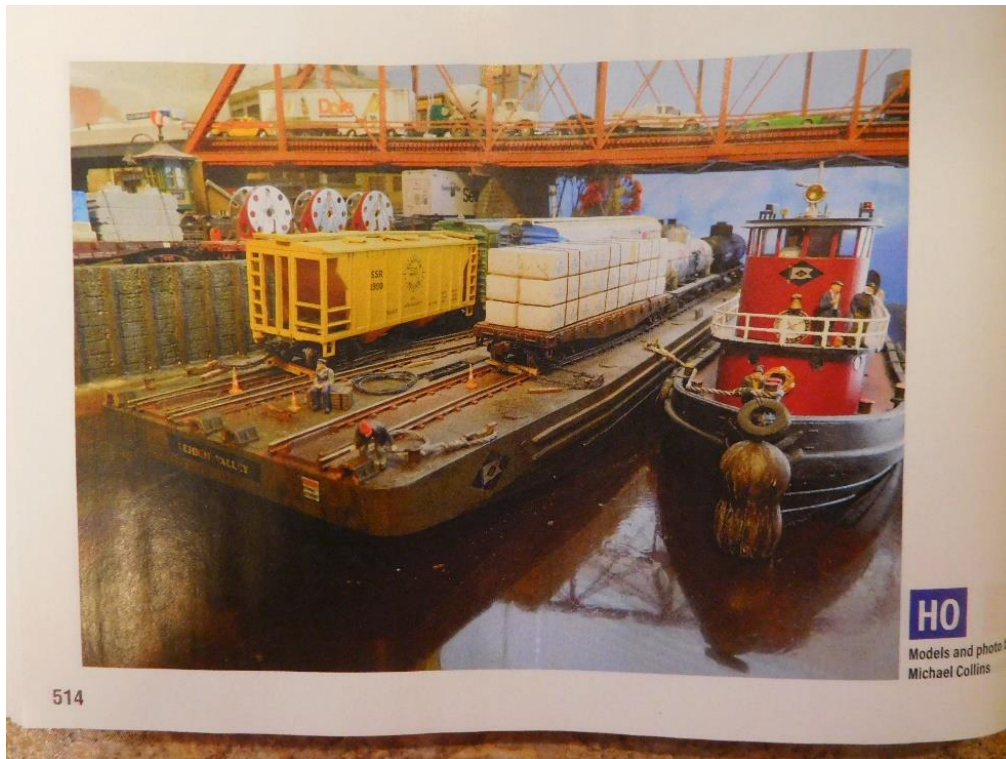
President, Vice President, Secretary, Treasurer, four Directors at Large, all four Division Superintendents, and Division Secretary and Treasurer positions.

The Bios for each candidate will be sent to every SSR member via the Telegraph Key. All bios are due to the board by May 1st, 2024

We are a total volunteer organization and dependent upon our SSR membership to fill these positions. If you are interested in any of these positions, willing to assist on any committee, or just want to be helpful, come forward.

Mike Collins MMR

For those of you who are new to the region and not aware, Mike has been around for many years, significantly for me as the Achievement Chair of the Southern Div. A prolific photographer, witnessed by his many awards, author and MMR, provides the following pictures that were published. You may have seen these before, you saw one especially if you were flipping through the latest Walthers catalog, or as they like to call it the "HO Reference Book". This is not the first time Mike has been seen in the pages of this catalog, his pictures have been featured numerous times.



The scene is of the New York Harbor Railroad - Lehigh Valley tug 'Bethlehem' (Walthers) passing under the Madison Ave Bridge (Central Valley), slowing down with the carfloat (Walthers), arriving at the float-bridge around the 149th Street Terminal in the Bronx, Mott Haven neighborhood, on the Harlem River. On board today are two special deliveries ... a load of Collins Pine packaged lumber; and a yellow covered hopper, Sunshine Region's 1980 'Rolling Hot' (see the JB Spring 2022 issue) arriving in the Bronx.

Or, at our Regional convention, the switcher below won Best of Show at the 2022 SSR Convention. Mike always has a myriad of photos entered in the contest room, hence his awards.



Lehigh Valley switcher (Atlas S2) #157 (Mike's MMR number) is moving a cut of cars between the new Tower (scratchbuilt) and the old one (AM Models). The old one did him quite well at the convention.

{Editor's Note: For those who would like to know more about Mike, he also has a YouTube channel "Mike Collins Trains" that carries a 12 part series of his journey in model railroading.}

South Florida Railway Museum

Beginning January 2024

New Hours

**The museum will be open from 11 AM to 4 PM on the
2nd Saturday of the month**

Dates

**01-13, 02-10, 03-09, 04-13, 05-11, 06-08, 07-13,
08-10, 09-14, 10-12, 11-09, 12-14**

Follow us on our website www.sfrm.org and our
Facebook page
Call 561 441 6952 for more information

1300 W. Hillsboro Blvd. Deerfield Beach, FL
(The south end of the AMTRAK station in Deerfield Beach)



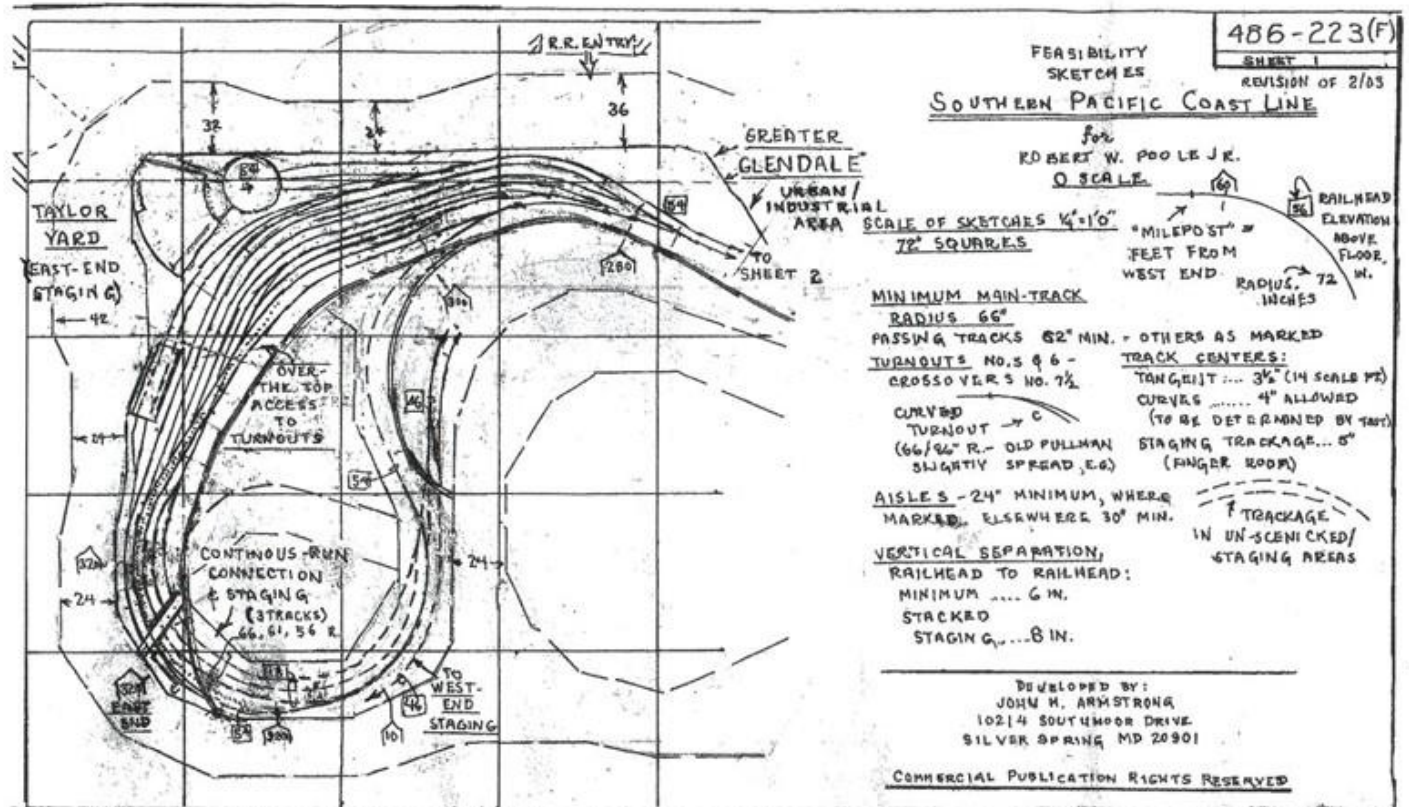
Home of the

**South Farmington
Rail & Mule RR**

Layouts

{Editor's Note: Bob Poole is a member of the Western Div., and one of the very few that I know of "O" scale modelers, not O Gauge, a rare breed in "basement-less" Florida. The following (hopefully just a tease) is a descriptive synopsis of his layout and the genesis of the concept.}

Here is the 3-page layout plan. Note, the labeled place of "Ventura" became "Santa Barbara" instead, partly because I lived there for 14 years and also because it has a far more interesting depot than Ventura.



The layout depicts the Southern Pacific coast route between Los Angeles and Santa Barbara (the two places where I lived before moving to Florida) circa 1956, the last year of steam operations on the SP. Oxnard is about two-thirds of the way between Los Angeles and Santa Barbara on the coast route main line. In 1956,

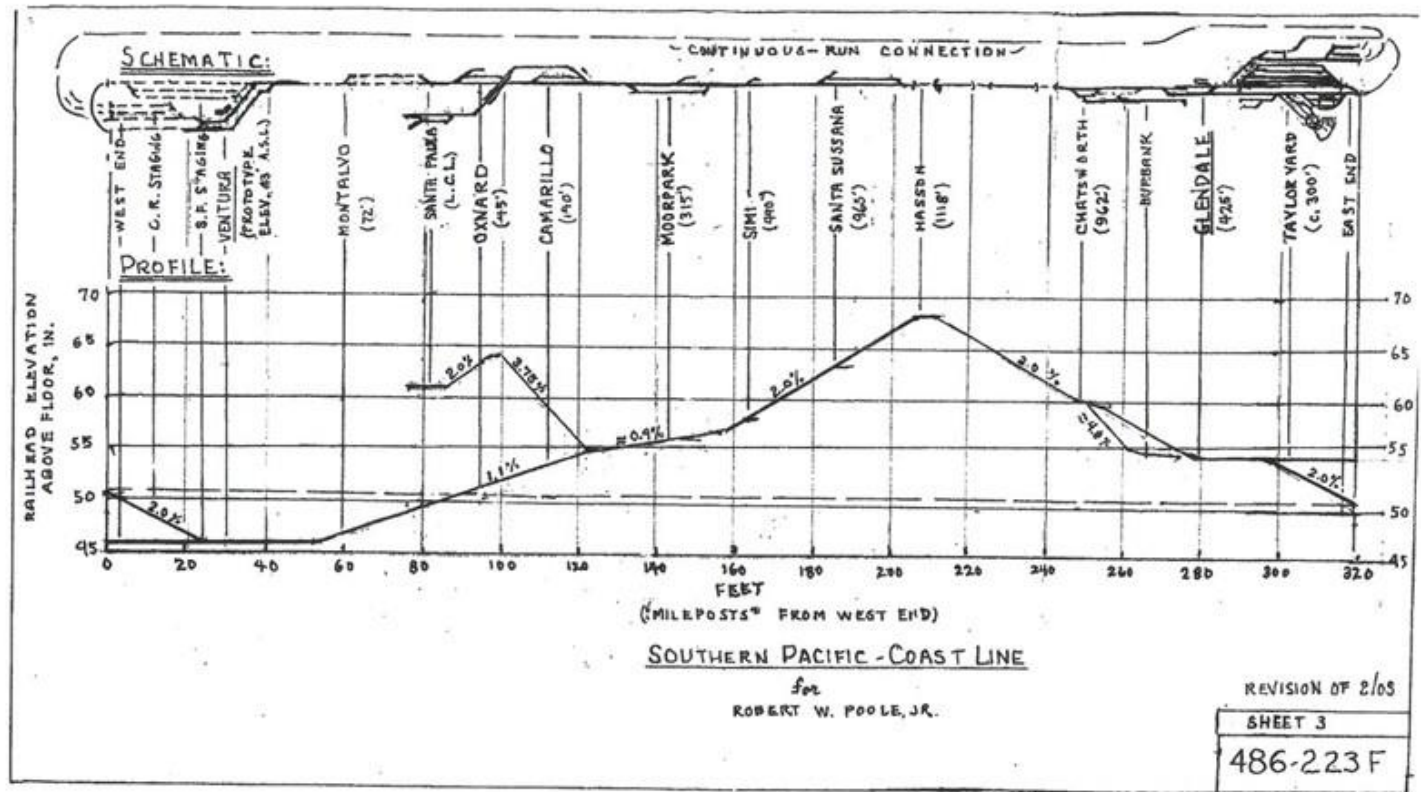
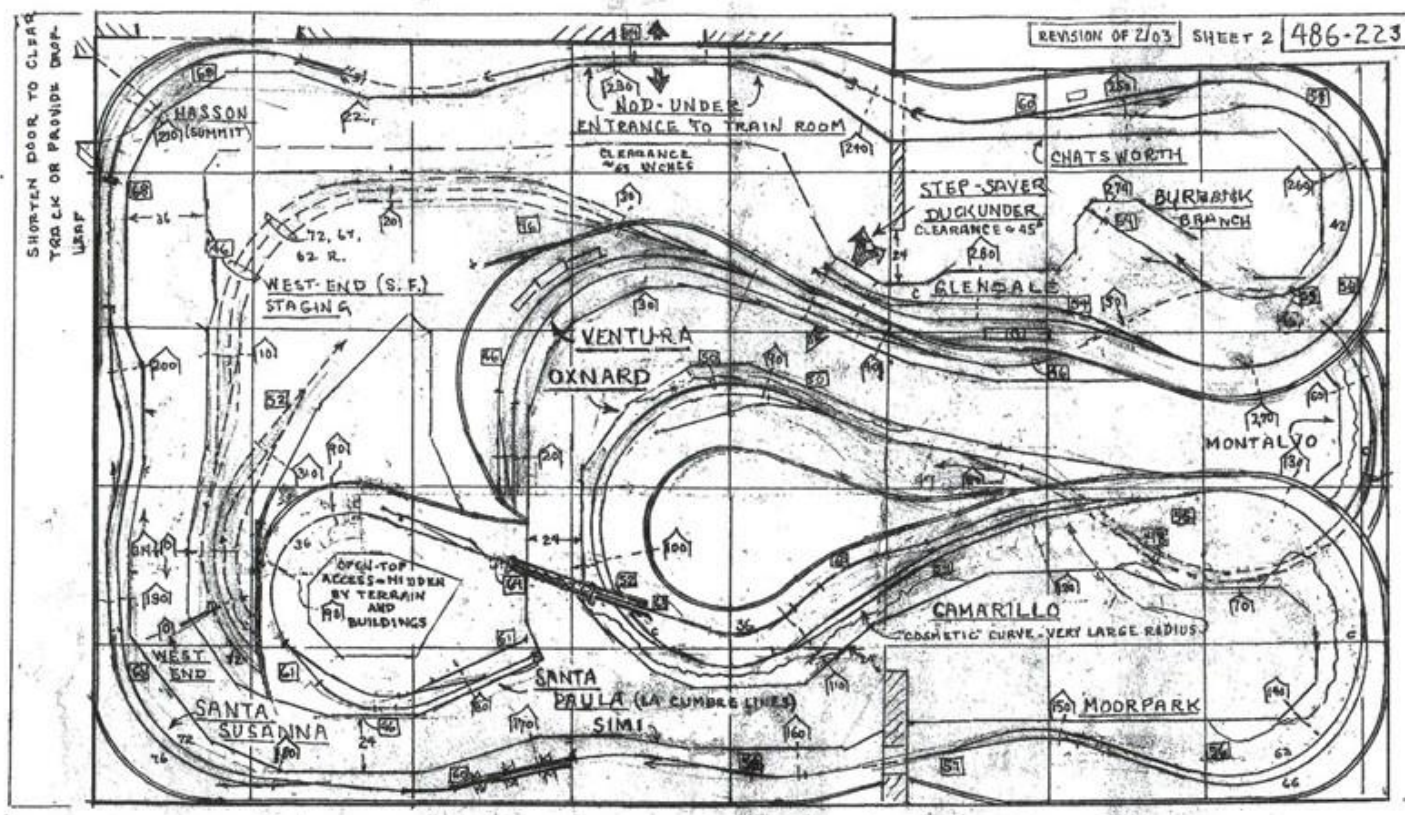
The layout was designed for me by John Armstrong, one of his last custom plans prior to his death.

Oxnard was a small city mostly serving agriculture businesses. Here are several photos from my most recent work on my O scale layout (under construction since 2004).



I'm a life-long O-scaler and was briefly an NMRA member as teen-age Lionel model railroader. After a hiatus for college and the start of my career, I returned to model railroading in 1973, that is when Atlas introduced its first 2-rail O scale freight cars and locomotives. My current layout is my third O scale layout. I've been an NMRA member for most of my adult O scale modeling years.





{Editor's note: In my opinion that is a pretty hefty grade in "O" scale.}





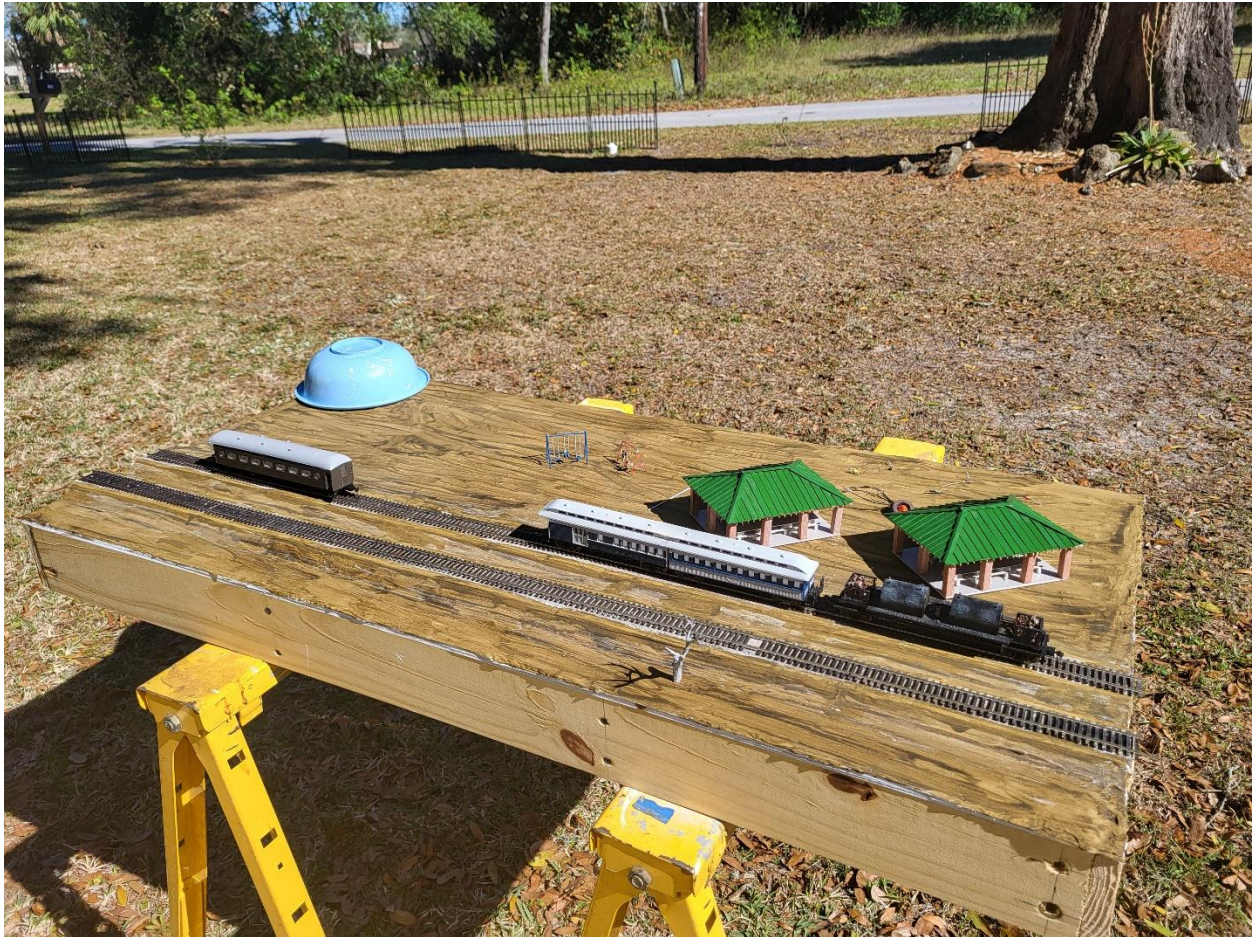
{Editor's Note: I thank Bob for his input to the publication and hope to see more of his "O" scale empire.}

Model Railroading is Fun Part 2

by Ed Harris

I was bored and needed something to do. I thought of the Barbeque Pit Car that I wanted to build and started to work on that project. While working on the car I was thinking about how to display the car and the modules that I have. Of course, I started to think about the other two modules and thus stirred the imagination part of my brain. I spend a lot of time in that part of my brain. Therefore, follow the story behind the creation of the modules.

The first module is the Adala-Short Line Company barbeque.

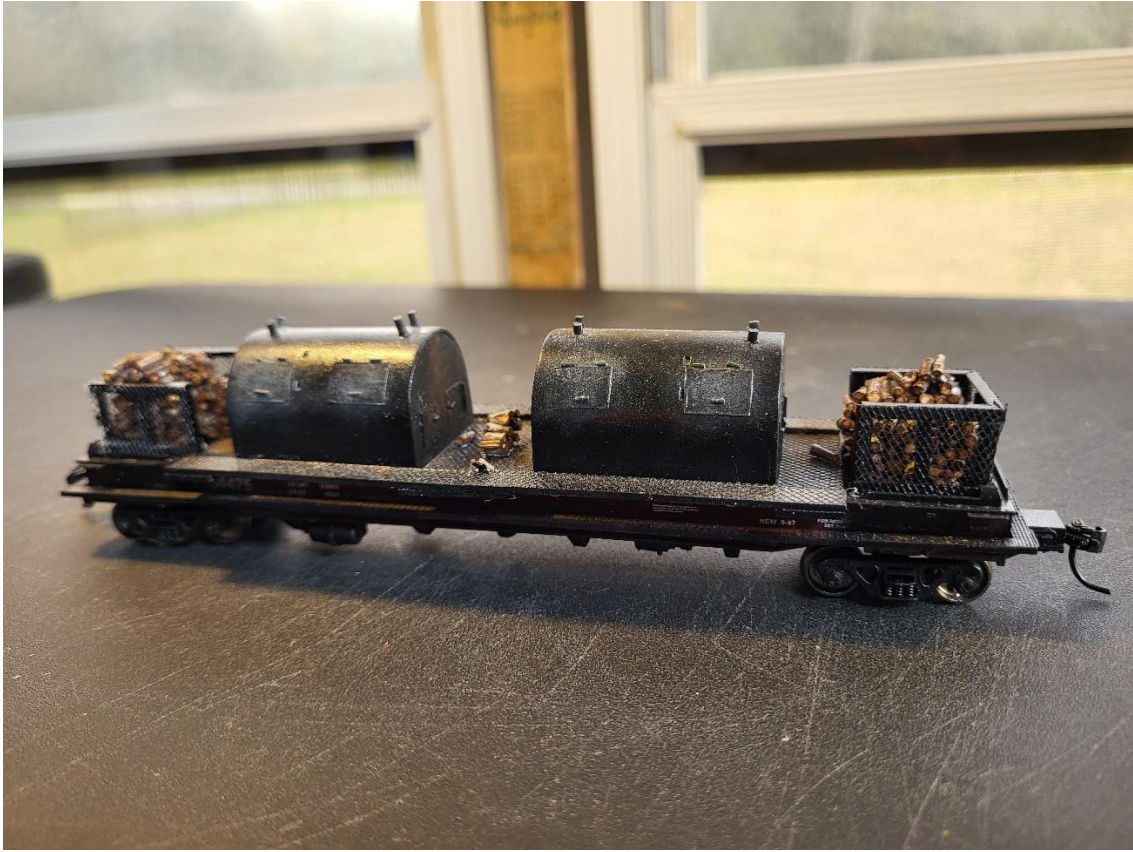


Module Adala-Short Line Company Barbeque

Gustof Adala and Phillip Short have been friends since childhood. They grew up in the big city and each summer they would go to Phillip's grandparents' ranch. They learned about ranching and country life. One of the things they enjoyed was the local railroad. They both learned about the rail line and even worked some summers there during their college years.

In college Phillip excelled in football and Gustof majored in economics. After college Phillip became a professional football player and Gus took his graduation gift of \$50,000 dollars and started his e-investment business. Phillip used his earnings from football and invested with Gustof, after 15 years of playing ball, Phillip retired and joined Gus in his

business. During all this time the ranch life they enjoyed as kids was not forgotten, visits were a relief from their busy adult lives.



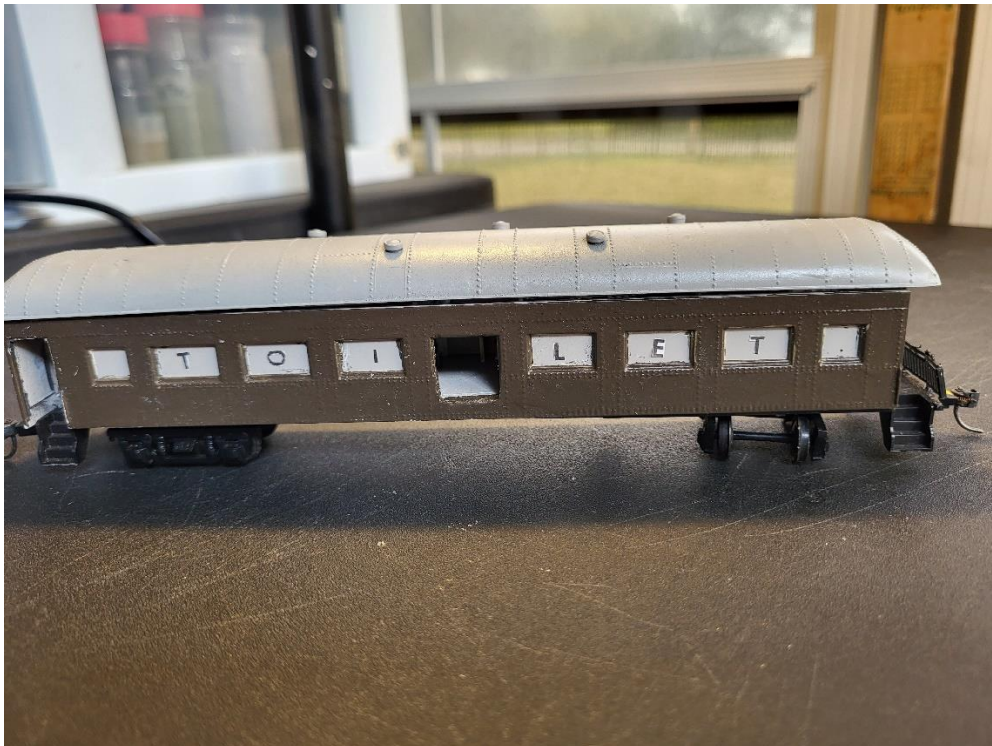
The Adala-Short Line Rolling Barbeque Pit

When Phillip's grandparents passed away, the ranch was left to both Phillip and Gus. While making the ranch thrive, they discovered the local rail line was going out of business, so they bought it. There were but two industries on the line when purchased, but that did not discourage them. As time went on, they added more customers to the line, including their meat packing plant. The construction and availability of the plant encouraged other ranchers in the area that it would benefit them to begin shipping on the rail line.



The Adala-Short Line Maintenance Shop

Another improvement to the rail line was the construction of a maintenance shop for the repair of rolling stock. This was a necessity due to all of the abandoned and dilapidated cars that sat on unused sidings as well as used sidings along the line. With the maintenance shop in use the partners decide to build a museum based on the area and railroad.



The first necessity for the Adala-Short Line Museum is relief.

Editor's Note: Part three of this journey will be in the Summer edition of the Journal Box.

Cocoa Beach Prototype Rails 2024

By David J. Leider MMR

Once again, I had the pleasure of presenting at the annual Cocoa Beach RPM (Prototype Rails). My topic was on the Chicago & Western Indiana Railroad Belt, or Belt Railway of Chicago. Despite forgetting my computer and having to borrow one, everything went off without a hitch.

The clinics were divided into Freight Cars, Passenger cars, Ops/Industries, Layouts, Prototype, How To and Locomotives. I attended some excellent clinics on each topic and learned a lot. They covered all time periods, I heard about the Hurricane vs. the FEC Key West Extension and Brightline's 21st Century Orlando Extension, quite a contrast. I was happy to see that Tony Koester was back after an absence of a few years and heard about progress on his NKP.

The salesroom was expanded this year, with several new vendors and the display area for models was filled to overflowing. I had a table as usual, selling my books and promoting the Soo Line Historical & Technical Society. I was lucky that fellow Soo Modeler and my former neighbor in Chicago, Mike Polsgrove, was seated next to me. He has a line of 3-D printed parts under the Northwoods/Soo parts banner.

In a memorial to Mike Brock, one of the founders of Prototype Rail who passed away last year, a Mike Brock popular vote contest was initiated. The winner was Cynthia Priest, as you all may know is the editor of Scale Rails. The attendance was over 300 and I want to thank all involved for all the hard work that goes into planning an event such as this.



View of a portion of the vendor room looking towards the models.



Paul Newton had an excellent display made of two highly detailed HO modules. Everything was weathered to perfection and made a very pleasing overall display.



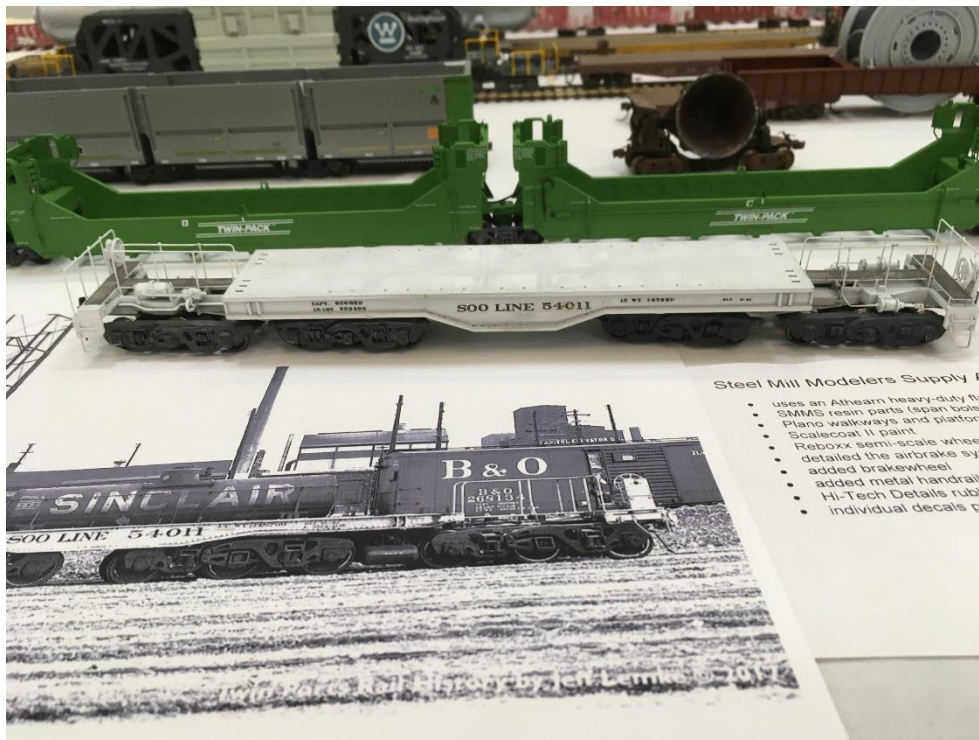
Austin Strenecky possibly has the only Brightline modular layout in existence. It was a joint effort with his father. Austin had 3-D engine shells along with decals produced. He also built the futuristic West Palm Beach Station. It is fortunate he models in N scale, as it is an imposing structure.



Two Florida East Coast GE ES44C4's roll by on Austin's module. Brightline and the FEC share tracks. Dania is just south of Lauderdale-Hollywood airport.



An example of Ghost Lettering on a highly weathered model.



Being a Soo Line modeler, I was drawn to this specialized Soo flatcar.



Cynthia Priest shows off her People's Choice award. Congratulations!



Steven Priest MMR shows his amazement at his wife's accomplishment.

{Editor's Note: It is with sadness that we announce the passing of Bob Gangwish, one of the most generous members of the Sunshine Region. Bob was quite prolific with this publication and leading the organization. The following memorial was a collaboration between our president and Bob's daughter, Leslie.}



Robert (Bob) Gangwish

21 August 1934 - 07 February 2024

Born in Brooklyn, New York, on 21 August 1934, Robert (Bob) Gangwish moved to Miami FL, in 1944. Serving six years in the U.S. Army, he concluded his military career as a battalion operations NCO and received an Honorable discharge in 1963. Following his Army service, Bob attended the University of Miami, graduating in 1965.

Post-graduation, he dedicated himself to community service, becoming the Personnel Director for Metro-Dade County from 1965 until his retirement in 1992 from the Metro-Dade Police Department, where he served as an Executive Officer.

Upon retirement, Bob settled in Frostproof, FL, residing there from 1992 until his passing in 2024. Survived by his daughters Vickie Gangwish and Leslie (Darrell) McKee, along with 3 grandchildren and 12 great-grandchildren, Bob's legacy extended through his family.

A model railroading icon

Bob's passion for Model Railroading was evident in his community involvement, earning him various accolades during his tenure:

Sunshine Region (SSR) President (2004-2006)

SSR Journal Box editor (2003-2012)

NMRA Secretary (2007-2012)

National Awards:

- Fellow of the NMRA Award (2009)
- NMRA President's Award (2005, 2012)
- NMRA Honorary Life Member Award #59 (2013)

Bob also achieved the following certificates in the Achievement Program:

- Association Volunteer (2006)
- Association Official (2006)
- Model Railroad Author (2006)

Additionally, he actively participated in the Lake Wales Model Railroad Club as Secretary, Sebring Model Railroad Club, and Ridge Model Railroad Club in Winter Haven. Bob's enduring contributions to the NMRA and the Model Railroading community are a testament to his dedication and passion for the hobby.

Bobs early contributions were noted in this article from "**The Ledger**" in 1999:

Lake Wales man working on the railroad, Meet Bob Gangwish

<https://www.theledger.com/story/news/1999/08/13/lw-man-working-on-railroad/8035721007/>

In 1999 Speaking on Gangwish's honor from the NMRA, the Historic Society of Lake Wales President Mimi Hardman called him "an outstanding gentleman who has volunteered thousands of hours, and he doesn't even live in Lake Wales."

She said Gangwish is known in model railroading circles throughout the eastern U.S., where he attends regional meetings "to represent our club. We are so thankful to have him in a leadership role."

Hardman added that not only does Gangwish work with the miniature trains, but he and fellow club members also help with renovations of historic corridor buildings and the vintage train cars at the Depot Museums.

"He has lent his time, energies and money for the benefit of east Polk County and Highlands County. He is a great leader for telling about the history of railroading. He goes to the schools to speak and he's a great gift to Lake Wales," she said.

With all of those activities, retirement has gone by the wayside for Gangwish, but model railroading involvement is every bit as rewarding as any job.

"It's an education in building and operating a model railroad, and the friendships I have made,"

Please Remember Bobs family in Prayer as they go through This difficult time. Model Railroading has lost an icon who believed in Mentorship, Fellowship and Community. He lived it and shared it no matter where he went. THIS is why people join the NMRA, so they can get to know and work with people like Robert (Bob) Gangwish.

Andy J. Zimmerman
 ATCS AW USN Ret.
 SSR President
 NMRA Standards and Conformance Chair

