



GGRS Gazette

April, 2022

Official Newsletter of the Georgia Garden Railway Society

President's Message



Yay the daffodils are blooming, weather is warming and I am excited to wake up the trains! I hope you were inspired at one of the many shows this winter. I definitely was at the Center for Fine Scale Modeling north of Tampa. Just look at this incredible scenery! (below)



I look forward to hearing what is new or planned in your layout this year. Mark your calendar's and gather your stories, our first 2022 member meeting is right around the corner April 9th! Or if you are up north, the Chatsworth train show is a great excursion!

Juliet Foster

Piedmont Show @ Cartersville

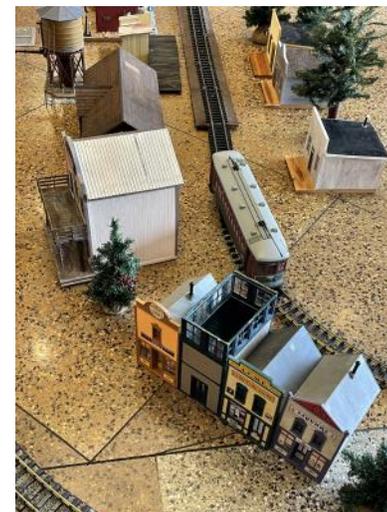


The club layout arrived at Clarence Brown Convention Center in Cartersville with a much larger space allotment than in the past. As we unloaded the trailer, we realized that between those members of the club who were committed to other activities, and the various no show commitments, the club turned to an outside group to set up the layout. The civil engineering firm of **B & D**, (Bando and Decker) took charge and worked the layout into a nice space near the front entrance.

Once the trackwork was started, the City Planning and Landscaping crew from **L & L Corp.** (Linda and Lori) proceeded to plant trees, and layout the towns. Before long, the trains and trolley were running, and crowds started to appear.

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Feel like your all bound up, and getting nowhere with your layout?
Need a little discipline?

Call **B & D**
Civil Engineers
for help!



Need Land
Development &
Planning ?

Let L & L do
the layout and
planning for
you





Kids were excited about the layout. One pointed at the caboose each time the train went by. Another was totally intrigued by the bubble car that blew soap bubbles as it made it's circuit. Everyone was complimentary about the layout, and we gained a new set of members, John & Danalee Harrison, seen here talking with James Bando.





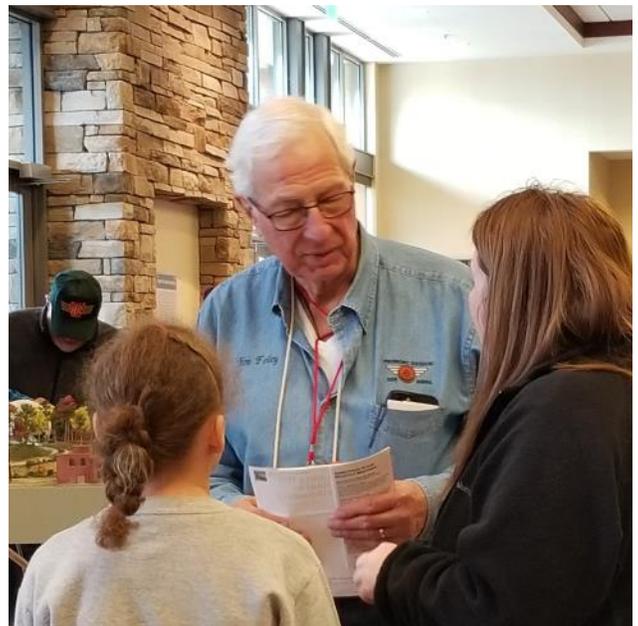
Why do shows?
I believe these
photos say it all.





I met a man who was extremely interested in the layout. He took many pictures and made extensive notes. When I asked if I could help him with any info about the club and layout, I discovered Marco was a visitor to the U.S. He hails from Brazil, and was interested in moving from HO scale to Garden trains. We discussed some basics of tracks and building; he does woodworking, and will probably make most of his buildings from wood. He whipped out a tape measure (centimeters) to measure and add to his notes. We had a great time talking together.....He claimed his English was not great. We conversed much longer than if we used Portuguese, of which I know.....none!

So the GGRS was able to share not only across Georgia and the U.S., but internationally as well! You never know who you will meet.



Jim Foley shares info with a couple of individuals at the show.



New member Gary Warren donated these two cars to the club.



Pam Kinnaman and Paul Hewitt worked the info table Saturday afternoon.



The GGRS crew hit them coming and going, as we had two tables set up at different locations. Here Ted and Leslie Ann welcome folks to G Scale fun.

Folks enjoying the White Elephant area.





Clowns arrived at the gravesite of their fellow humorist. Doctors had attempted to keep him on “laugh-support” (Nitric oxide), but he passed anyway. The viewing was held up time and again, as the funeral home had to constantly clean up the family and friend thrown pies off the deceased face.

I attended the funeral, and held the door as the pall bearers exited.....I thought it was a nice Jester.

THE ARGYLE SWEATER

BY SCOTT HILBURN



Josh Sagarin, new member, enjoys the layout,



Dave Bennett was at the show, drumming up some business. Lots of folks came to the event, so we hope it keeps Dave busy!



Track Warrants

Event	Location	Date	Status
2022 Model Train Expo	Chatsworth Depot	Apr 09, 2022	Ready to roll
GGRS Apr 2022 Meeting	Dennis and Ellen Bass 1972 Lansbury Court, Snellville, GA	Apr 09, 2022 10:00 - 2:00	Want to Run a train ?? Track power available
GGRS May Meeting Southside Atlanta Consortium 2022	Multiple: At least 4 ! Peachtree City and outlying area.	May 14, 2022	5 layouts
Southeastern Railway Model Railroad Days	Duluth, GA	Jun 11 - 12, 2022	Invite with free tables ??
GGRS Jul 2022 Meeting	Juliet Foster and Alan Luebs	Jul 9, 2022	In Planning Stage

Dennis and Ellen Bass Frog Mountain Railroad

Frog Mountain Railroad has been running since 2011 with additions added yearly. Over 120 feet of double-track mainline is track powered on a raised dog bone layout that includes buildings, mountains, tunnels, and trestles. Revolution radio control is used in engines and on one of the tracks allowing multiple trains to be run at the same time.

You will find both diesel and steam locomotives running through valleys and towns with some amusing characters trackside. A smaller Dogwood Loop runs with the "30-gallon tunnel" presented in the Feb 2016 issue of Garden Railways magazine. If you have an engine / train you would like to run, just let Dennis know and he will have an open track available for you to use.

Lunch will be served at 12 noon. We will be having Chick-fil-A nuggets, baked beans, chips, and drinks. Members are asked to bring their favorite side dish or dessert. We have seating for around 20 so bring your favorite outdoor chair. Hoping to see many of you at the first GGRS 2022 meeting on April 9th.

[Who's bringing the watermelons??]



May Multi-Member Meet

The order of layouts for the Multi-Member Group show/meet around the Peachtree City area (South West of Atlanta) will be the Avery's, Lundin's, Lunch at Tom & Eileen Conrad's, then the Carney's layout and ending at Dave Bergman's.

Most layouts will be open to visit a little before and after the wave of members following the itinerary, just in case you started a little early or late. *Dave Bergman's advised there would be no food served and no food should be brought to Dave's layout due to some family food allergies.*



2022 Chatsworth Model Train Expo

The Model Train Expo will return to the Chatsworth Depot on Saturday, April 9, 2022, opening to the public at 12 noon. The event is returning to its April timeframe after being cancelled by COVID in 2020 and being postponed to September 2021 by COVID. This is one of the more popular events with model trains of various scale including at least one "ride on train". The trains will operate both inside as well as outside the depot. Groups from Atlanta and Chattanooga areas will be on site to display their models.

A model train will be raffled off that day. Tickets are \$2.00 each or 3 for \$5.00 and can be purchased at the event or in advance from the Crown Achieves or from depot committee members. The model train is an HO steam locomotive with cars, track, and power supply manufactured by Bachmann Industries, a leader in model railroading. A few other prizes will also be included in the raffle.

The depot's big blue train will be giving rides. Model trains operating will feature an outdoor garden railroad (weather permitting), the Henry Family 7/8-gauge ride on train, Walt Liles' operating HO model train 'Snow' layout, Southern Museum's Lionel train, wooden train play area for younger kids, as well as the depot's own HO and G Scale operating layouts. Vendors expected to be on site include those offering train themed embroidery, clothing for kids and adults, train art, and model trains of all scales.

The depot will open for viewing the model trains at 12 noon and remain open until 5 pm. The Caboose will open for tours during the same hours. The adjacent Wright Hotel will open for tours from 1 to 4 pm. Admission is free, compliments of our 2022 business partners: Peoples Funeral Home, Murray County Elected Officials, Captain D's, Bojangles, Krystal, Dr. Robison, First National Community Bank, and Bradley's Ace Hardware. Donations, of course, are always appreciated. The Chatsworth Depot is located at 219 N. First Avenue, Chatsworth, Georgia.



Highballing down the Track



REGISTRATION OPEN FOR 2022 NATIONAL GARDEN RAILWAY CONVENTION JUNE 20-25, 2022



Convention Registration is now open. Registration form available at the site or via this link:
https://dfa523be-bf1d-4941-a215-a05aca394771.filesusr.com/ugd/006123_d64cc1da04054cb297e36fcfddb07b00.pdf

EVERYTHING YOU EXPECT:

Layout Tours • Vendor Hall • Banquet • BBQ
 Clinics • Model Contests • Ice Cream Social
 4 Star Hotel with Discounted Rates
 Convention Car • Convention Store

PLUS MUCH MORE:

Welcome Reception • Youth Model Contest • Galloping Goose Rides
 Free Admission to Colorado Railroad Museum • Live Steam Track
 Bus Tours to Cheyenne Depot Museum
 Big Boy 4004 • Colorado Model Railroad Museum
 Georgetown Loop / Argo Mine
 Leadville, Colorado & Southern Railroad
 Pikes Peak Cog Railway • Cripple Creek & Victor Narrow Gauge Railroad
 Royal Gorge Route Railroad • Forney Museum with Big Boy 4005



2022 NATIONAL GARDEN RAILWAY CONVENTION

DENVER GARDEN RAILWAY SOCIETY
JUNE 20-25 2022 ▶ DENVER CO

SAVE THE DATE

VISIT NGRC2022.ORG

REGISTER NOW & SAVE!

- ◆ Individual Registration
\$75 by March 31, 2022 - \$100 thereafter
- ◆ Family Registration
\$125 by March 31, 2022 - \$150 thereafter

REGISTRATION INCLUDES ▶

- ◆ Visit 40+ Layouts Scheduled for the Convention
- ◆ Access to Vendor Hall, Welcome Reception, Clinics and Convention Store
- ◆ Participation in the Convention Model Contest and Youth Model Contest
- ◆ Convention Bag, Program Book, and Commemorative Convention Pin

ADDITIONAL OPTIONS ▶

- ◆ Four Pre-Convention Bus Tours – Transportation, Admission, and Lunch
- ◆ Post-Convention Bus Tour – Includes Transportation and Admission
- ◆ Banquet, Ice cream Social and BBQ at the Colorado Railroad Museum
- ◆ Bus Transportation to Layout Tours and BBQ
- ◆ Limited Edition Logo-branded Rio Grande Caboose Only \$98 with Registration



SOUTHEASTERN RAILWAY MUSEUM

The museum is having it's annual **Model Railroad Days** event on June 11-12 this year. We moved up the date from November to avoid the potential of cold weather. This allows us to invite more clubs since we can host layouts in the main building in addition to the exhibit hall.

I'm extending an invitation to your Garden Railroad club to join in the fun.

The event is officially on the weekend but you're welcome to setup and operate on Thursday and Friday.

Admission is free to all of your club members and families. You can participate in all of the normal museum activities over the weekend, including shop tours, which are not normally offered to the general public.

Tables are available at no cost to conduct clinics and sell stuff.

Please let me know if your club can join us.
The more the merrier.

Regards

Dave Koch
Southeastern Railway Museum
404-822-5055



Gulfport Train Show & Sale 2022

SATURDAY, March 26th / 9 AM – 5 PM

SUNDAY, March 27th / 10 AM – 3 PM



TRAIN SHOW & SALE ADDRESS:
615 PASS ROAD, GULFPORT, MS 39507

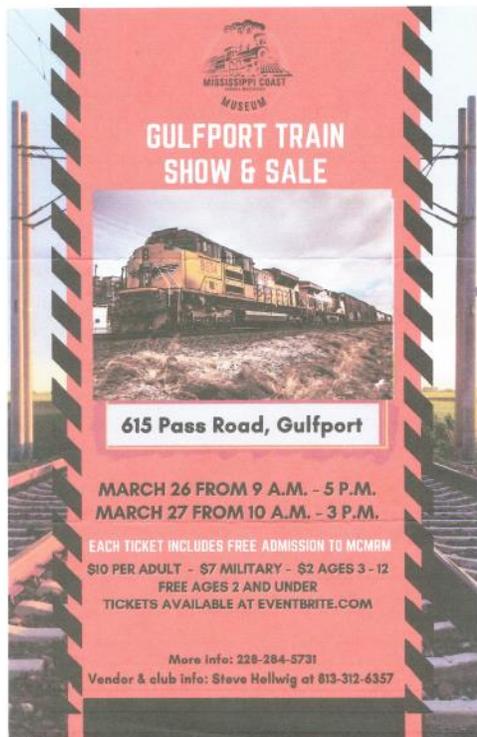
MODEL RAILROAD MUSEUM ADDRESS:
522 PASS ROAD, GULFPORT, MS 39507

GENERAL ADMISSION:
\$10 per adult * Military \$7 per adult
Under 12 - \$2 per person
Children Under 3 – FREE
(admission includes all buildings and museums)

VENDORS:
\$20 per table per day
\$10 for electricity
CLUBS SET UP FREE IF YOU ARE NOT SELLING

WHAT YOU WILL SEE: Over 32,000 square feet of train club displays and vendor displays, plus 20,000 square feet of outdoor trains from FLORIDA, ALABAMA, MISSISSIPPI, LOUISIANA & BEYOND!

For information or to reserve a table:
Contact: Steve Hellwig @ 813-312-6357 (please leave a message)
or **Email:** papatrains@live.com





TVRM is happy to announce Thomas the Tank Engine and Percy will be here **April 23, 24, 30** and **May 1** for the 'Dream Big Tour.'

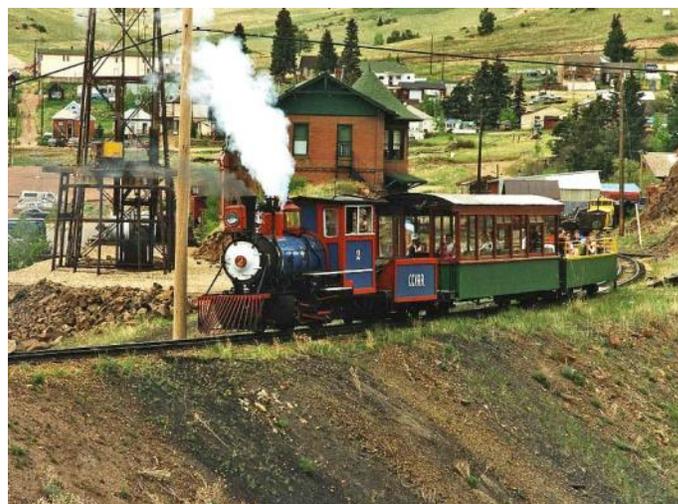
1:1 Train Ride

By Ted Yarbrough

Life is full of choices. Some can be good, and some can be bad. We love choices on the menu at a restaurant. We love to pick the options on our new car. We are excited when a new G - scale loco comes out in a variety of road names. Yes, we have choices almost every day. So, the GGRS has options for

some 1:1 scale train excursion related to the 2022 National Garden Railroad Convention in Denver this June.

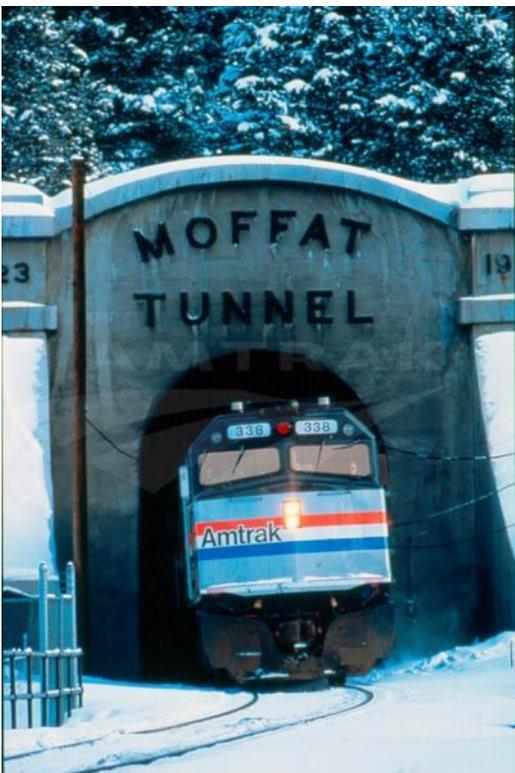
All of the convention offerings of pre- and post-convention tours are excellent 1:1 scale trips. All look interesting. I have selected the one listed as 'Pre-Convention Tour 4' as our 'Official 2022 GGRS 1:1 Scale Trip'. This trip leaves the hotel at 7:00 AM on Monday, June 20 and includes rides on two railroads, Pike's Peak Cog RR and Cripple Creek & Victor Narrow Gauge RR. The cog railroad takes you to the top of a 14,000 ft mountain in the heart of the Rockies. The line was rebuilt over the last two years with new track and cars. The narrow gauge ride out of Cripple Creek is 2 ft trackage re-laid on historic roadbed and is powered by a small steam locomotive. Cost is \$115 per person and includes both trains and charter bus transportation, with lunch on your own. The convention officially kicks off the next day.



1: 1 Cont.

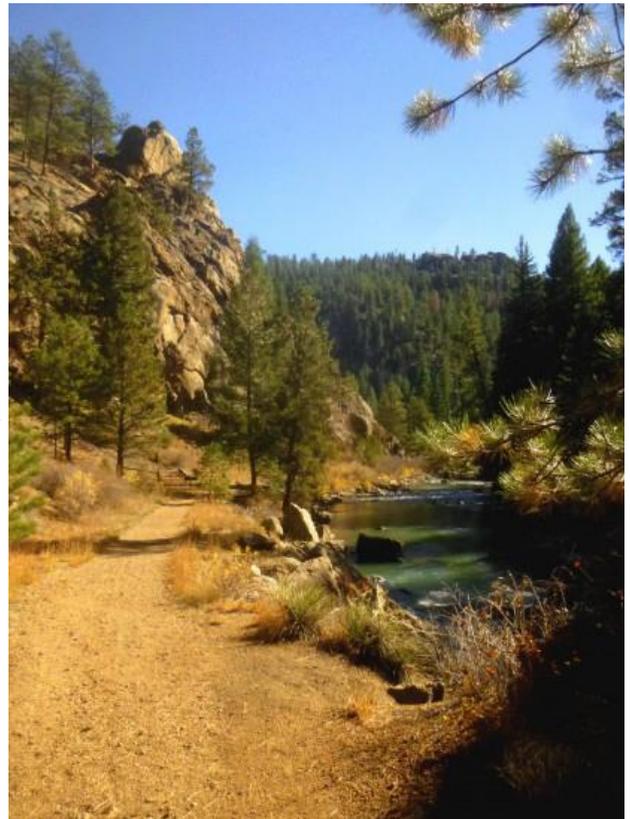
By Ted Yarbrough

Our SECOND 'Official' GGRS 1:1 scale train ride for 2022 will be AMTRAK 's California Zephyr through the Rockies, from Denver to Glenwood Springs. This trip will involve riding to Glenwood Springs on Saturday, June 25, spend the night and return to Denver on Sunday, June 26. The ride includes passage through the world-famous Moffat Tunnel and over some of the most spectacular mountain scenery of any AMTRAK route as the train crosses the Continental Divide. The train leaves Denver's Union Station shortly after 8:00am and arrives Glenwood Springs around 1:45pm. The return trip leaves Glenwood Springs at 12:00pm and arrives Denver at approximately 6:30pm. Round trip tickets in coach are approximately \$74.00 each (AMTRAK does raise the ticket price as the train starts to fill). There are several hotel options in Glenwood Springs, from the more expensive and historic Hotel Denver, located just across the street from the AMTRAK Station and the Hotel Colorado which is another historic property and is about a two-block walk from the station (they also have a shuttle that may be available) to the traditional chains like Holiday Inn Express, Hampton Inn, Best Western, and even local mom and pop hotels. Deborah and I will be staying at the Holiday Inn Express where the cost is \$275.00 per night.



The trip I booked is leaving Denver's Union Station in a passenger coach on Saturday, June 25 with return on Sunday, June 26. What a way to end the 2022 National Garden Railroad Convention! You will need to make your own AMTRAK and hotel reservations for this trip. Be aware that this is a summer tourist town and train tickets and hotels will book up quickly.

Phil Jones is heading up a 4-wheel drive vehicle tour of some old abandoned narrow gauge railroads and a few ghost towns along the way on the weekend after the convention (see page 8 for more info). This is the same time as the AMTRAK trip, so choices will have to be made. This is the only time frame the 4 -wheel drive tour would work out. We both understand that not everyone likes the same things and are glad to support each other's trips and are excited to have these choices to offer. The convention ending AMTRAK or 4 - wheel drive of abandoned narrow gauge railroads and towns would each be an excellent and exciting end to the convention week. Hope to see you in Denver and on the 2022 GGRS 1:1 scale trips!



~~1:1 Train~~ Trail Ride

By Phil Jones

Colorado Railroad Adventure

Accommodations for all nights will be in Buena Vista, CO and will cost approximately \$150/night per couple.

In Buena Vista, CO we will stay at an Airbnb or motel depending upon the number of people interested in this trip. We will not be driving any "off road" jeep trails,

however, a high clearance auto (or preferably SUV) will be needed. Vehicles can be rented in Denver and could be shared with a second couple or individual.

Saturday, June 25

Leave Denver at 8:00 AM. Drive on Hwy 285 to Como via Kenosha Pass (paved road) which is the old route of the Denver's South Park and Pacific Railroad (DSP&PRR) to Breckenridge. In Como, we will visit the restored former roundhouse, turntable, hotel, and the train station. Then we drive onto the old DSP& PRR railroad grade which goes over Boreas Pass to Breckenridge. (The road is a well maintained gravel road.) The railroad stop at the top of the pass has several abandoned structures.

Then we will continue on to Breckenridge for a late lunch. From Breckenridge, we will go over Hoosier Pass (paved) to Fairplay and visit the restored South Park Mining town. There is a small entrance fee to visit this old mining settlement but it is well worth the small price due to the large number of restored buildings.

We will then take Hwy 285 over Trout Creek Pass (paved) to Buena Vista where we will have dinner and spend the night.

Sunday, June 26

Breakfast in Buena Vista before visiting the Midland Railroad Tunnels, the Buena Vista Heritage Museum, and the Buena Vista Train Station. We next will follow the now "road" of the former DSP&PRR railroad bed going up Chalk Creek to the Alpine Tunnel, stopping at Mt. Princeton Hot Springs for lunch. Then we will head on to see the old Ghost Town of St. Elmo. From there we go to the abandoned former town sites of Romley and Hancock located at the base of the Alpine Tunnel's East Portal which is where the railroad went through the Continental Divide. The roads are paved at first and then transition to gravel. Gravel portions are usually in good condition and offer two lanes of traffic. There are many former mines and abandoned mining buildings to see along the way. We will return to Buena Vista for dinner. On the way back to Buena Vista, are the Mt. Princeton Hot Springs. These offer delightful hot pools to enjoy, for those interested. Bring a swimsuit! No skinny dipping allowed! There is an entrance fee charged to swim at the hot springs.

Monday, June 27

Option #1 – Return to Denver to fly or drive home. – 2½ hour drive to the town and 3 ½ hours to the airport.

Option #2 – Depart Buena Vista for a great adventure driving over the Continental Divide going over the Cottonwood Pass (paved) to Taylor Park, and then on to the old Ghost Town of Tincup for lunch. (The view from the top of Cottonwood Pass may be one of the most majestic and beautiful in the world!)

From Tincup we will drive over the Cumberland Pass road (gravel) to Pitkin where we will drive the DSP&PRR Alpine Tunnel railroad bed (gravel) up to the western portal of the Alpine Tunnel. Driving across the famous "Palisades" built by Chinese laborers is thrilling (and safe). There are restored ruins at the portal. From there we will go across the Continental Divide on Hwy 50 (paved) over Monarch Pass to Salida.

Dinner will be in historic Salida and then we will drive back to Buena Vista for the night.

Tuesday, June 28

Option #1 – Return to Denver to fly or drive home.

Option #2 – After breakfast in Buena Vista, we will drive to Leadville and then on up to Hagerman's Tunnel (an abandoned Colorado Midland RR bed (gravel) to the Hagerman's Pass East Portal. (Local conditions will determine how far up the road we will travel.)

We will return to Leadville for lunch with options to visit the historic Healy House, the Tabor Opera House, Baby Doe's Mine and/or the Colorado Museum of Mining. Just walking down scenic Main Street is a good choice just to see a slice of life from the 1800's. We then will return to Buena Vista for the night.

Wednesday, July 29

Depart for Denver to drive or fly home.

As soon as possible and by the end of February, at the latest, I will need to know who would be interested and committed to the Colorado Railroad Adventure so that reservations can be made for the stay in Buena Vista, CO.

There are many side trips already offered by the Denver Garden Railroad Society both before and after the National Convention, as well as the train trip organized by Ted Yarbrough. My feelings will not be hurt if there is no interest on the part of any of our GGRS members for this extra Colorado Railroad Adventure. If you have any questions, send me an email to bjones2163@aol.com or give me a call at 407-921-2345.

Freight Yard Woes

LA Train Robbers Are Latter-Day Jesse And Frank James is a commentary found on The Daily Signal, by Greg Karraker. https://www.dailysignal.com/2022/02/02/la-train-robbers-are-latter-day-jesse-and-frank-james/?utm_source=TDS_Email&utm_medium=email&utm_campaign=MorningBell&mkt_tok=ODI0LU1HVCOzMDQAAAGCaGScjrzpLphkG2_401qYwI57V47Buzv5A1INbAKT6WPvMnUKOYgdk3BrGXEdE7EfGtOS-GfwdIsNQZcCQaS_rxml3bOilJd8Aif0ZFFRXybnBZU

[My series last year on train robberies probably didn't inspire this commentary, but after reading it, I had to "steal" it for our newsletter. It also follows the UP story from the February 2022 Gazette. ... Editor]

Jesse James was one of the first bandits to hold up a moving train. Unlike the Hollywood lore, however, nobody chased trains on horseback and jumped on board.

Instead, near Adair, Iowa, in 1873, James and his gang loosened a section of track on the Chicago, Rock Island and Pacific Railway. They used a rope to dislodge the track, derailing the locomotive. It killed the engineer and stopped the rest of the cars on the tracks.

Then, two masked robbers—most likely Jesse James and his brother, Frank—ran from freight car to freight car until they found a safe they thought held a large cache of gold. But they found only \$2,000, so they went from passenger car to passenger car, relieving riders of their money and valuables. Even though the amount they netted was small, the boldness of the robbery was big news, and helped establish the James boys as two of America's first celebrity criminals.



A 2017 article in Criminal Justice Review took a detailed look at data from 241 train robberies between 1866 and 1930. It shows a number of traits that old-school train robbers, including those of the James brothers, had in common: They were hugely dangerous, both for robbers and victims.

Rail crews and passengers did not look kindly on being robbed. In nearly one-third (32.4%) of the robberies, they fought back with fists, guns, or both. In 9.5% of the robberies, at least one bandit was killed on the spot or in pursuit.

It was worse for victims. At least one rail crew member or passenger was shot 29.1% of the time, and at least one victim was killed 13.5% of the time. The average thefts were small. The mean loss per robbery was \$21,550, but that number included one huge robbery that grossed \$2 million. Take that one outlier out of the equation, and it lowers the mean loss to \$9,980.

The penalties were harsh, and most robbers were caught or killed.

There's accurate information for a great number of cases. It reveals that 57.1% of train robbers were imprisoned; 36.7% were killed while being captured, legally executed, or committed suicide; and 2.7% were lynched without ever going to trial. Railroads, law enforcement, private detectives, and even private citizens went all out to put an end to train robberies.

As a first step, railroad companies armed their employees and offered bonuses for resistance. They created special response teams to catch offenders, and even added a railcar that held horses, so the teams could begin immediate chase if necessary. They distributed millions of wanted posters nationally and internationally, just for a single offense. Most impressively, local sheriffs or marshals typically formed posses to hunt down the suspects. Some of these groups were huge; one had more than 2,000 volunteers involved in a chase.

These weren't weekend activities, either. Some posse members spent weeks chasing suspects, and in the process, some were killed or wounded. Pinkerton agents were even more determined. Some chased their suspects for years over several continents and even disinterred bodies to prove that robbers who were rumored to be dead were actually dead.

In all, for every dollar lost to train robbery, some railways would spend \$5 to put the perpetrators behind bars or in the ground. Obviously, none of these railroad executives, employees, lawmen, or posse members could have predicted what train robbing would be like in 2022, during the term of Los Angeles District Attorney George Gascon.

What's the danger for today's robbers and victims?



No guns or horses are involved. Today's train robbers just wait for the train to stop, usually a short distance from the UPS distribution center in East Los Angeles. They stroll up to containers on the rail cars, and cut the locks with bolt cutters. Then, they help themselves to packages from Amazon, UPS, and the post office. They stand there, tearing the packages open, looking for Apple watches, Xboxes, and Nike gear they can sell for pennies on the dollar. They litter the tracks with packages they think are worthless, load the good stuff into their pickups and vans, and drive off into the sunset, only to come back the next day. The Union Pacific railroad reports that an average of 90 containers are broken into every day.

The average thefts are huge. Union Pacific didn't release specific data on the value of what was lost, but said the increase in crime cost it at least \$5 million last year, not counting losses to all its victimized customers. Between 1866 and 1930, all 261 train robberies that were reported caused fewer losses than that.

Union Pacific is trying to stop the bleeding. It's deploying drones, has hired extra security, and has asked the Los Angeles Police Department, California Highway Patrol, and the Los Angeles County Sheriff's Department to hold off the train robbers. But they don't get a scrap of cooperation from the ultraliberal Gascon. In a Dec. 20 letter from Union Pacific's director of public affairs, Adrian Guerrero, to Gascon, Guerrero summed up the problem clearly: *"Criminals are caught and arrested, turned over to local authorities for booking, arraigned before the local courts, charges are reduced to a misdemeanor or petty offense, and the criminal is released after paying a nominal fine. These individuals are generally caught and released back onto the streets in less than [24] hours. Even with all the arrests made, the no-cash bail policy and extended timeframe for suspects to appear in court is causing re-victimization to [Union Pacific] by these same criminals."*

In fact, criminals boast to our officers that charges will be pled down to simple trespassing - which bears no serious consequence. On Jan. 15, 17 cars of a Union Pacific train derailed in Lincoln Heights, which is "the same area where the vandalism has been occurring," Union Pacific spokesperson Robyn Tysver said. Fortunately, no crew members were injured. It's unclear whether the derailment was deliberate, like the famous James Gang robbery, or just the result of the train trying to plow through tons of litter from previous robberies. But this much is clear: Until the voters of Los Angeles stand up and recall Gascon from office, there's no need for local news crews to film the latest train robbery. They can just run the same sad video over and over again.

RailFunning

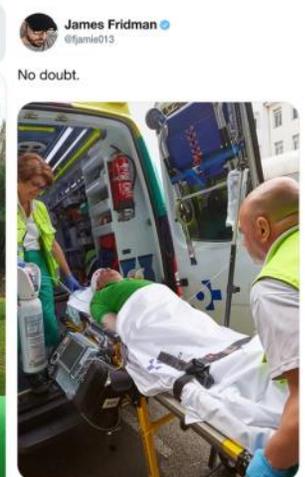
Rail Fans know about photos, railroads, and the thrill of excitement one gets from catching a great shot as a spectacular engine with railcars roll by. Others find photography to be fun for items other than trains. Many have taken photos that were,...well, let's say they were less than anticipated. Photos about these days, with all the smart phones and memes and social media, and the problem of bad photography only escalates. Enter programs like Photoshop. Photoshop is a powerful tool with infinite possibilities for folks with creative minds. And if they have an expert-level understanding of the program, these photo manipulation masters can make anything happen. Digital artist James Fridman, a funny Photoshop troll, does just this; he takes user requests to "fix" their pictures, then interprets their directions literally. The results are often as outrageous as they are hilarious.

The only thing you can expect from Fridman taking your request is that the new image will be something totally unexpected. In one of his most popular Photoshop "corrections," a guy asked Fridman to close his girlfriend's eyes while they were kissing. Fridman's solution? Get a random arm to cover her eyes up! That's not even one of his silliest fixes—that honor goes to the woman who wanted her head to appear less round. Fridman gave her a rectangle-shaped noggin to share with the world. Here are some samples.



If you want to see his awesome solution to many photos sent to him, you can find them on:

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



Could you please get rid of the people in the background?

Done.



to me
Hey James
Can you please edit this picture so my brother and i wear the same t-shirt? Thanks!

James Fridman <fjamie013@gmail.com>
Done.



The Rip Track

**Need Repairs? Supplies?
Buy Good Stuff from
our Members**

Members with Garden, Train, or other related items to sell (new or used) can submit their items for inclusion in "The Rip Track". Send information to the editor for the next issue. Items will run for a single issue, unless the editor is notified to repeat the item. (Quality photos appreciated) Members with related business advertising may also submit ads. These will run continuously until policies change or notice is given. Non-member publishing by arrangement. (Contact Editor for details.)



“The truth is not in the touch of a stone, but in what the stone tells you.”
Rene Denfeld

sticksNstones@weegrr.com

Engineer's Wish List

Sally Bando | 404.550.4816 | sbandogeorgia@comcast.net

Machine embroidery designs & themes on shirts and gifts. Prices upon request. Company and group projects welcome.

Embroidery Design and Gifts
Georgia Garden Railway Society
Club Shirts
Each Shirt will have the club logo on included in the price.

Contact Sally for other designs



Men's	S	M	L	XL	2XL	3XL	Price
Grey Pocket t-shirt							\$10.00
Carbon or Burgundy Polo							\$20.00
Carbon or Burgundy Pocket Polo							\$20.00
Long Sleeve Denim							\$22.00
Short Sleeve Denim							\$22.00
Name on Men's Shirt							(Specify Name) \$5.00
Ladies	XS	S	M	L	XL	2XL	Price
Grey T-shirt							\$10.00
Carbon or Burgundy Polo							\$20.00
Long Sleeve Denim							\$22.00
Name on Ladies shirt							(Specify Name) \$5.00

TRAINZ

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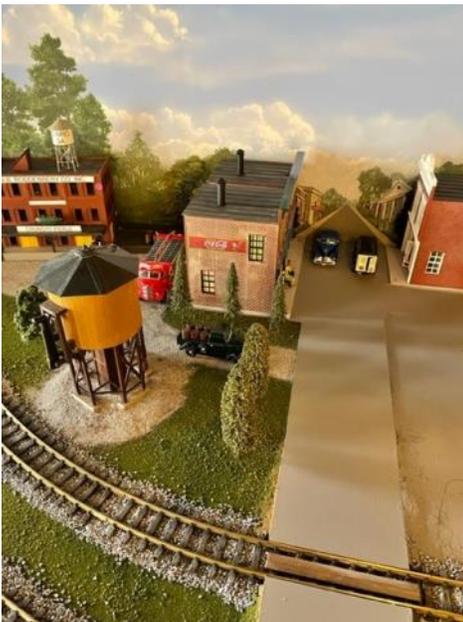
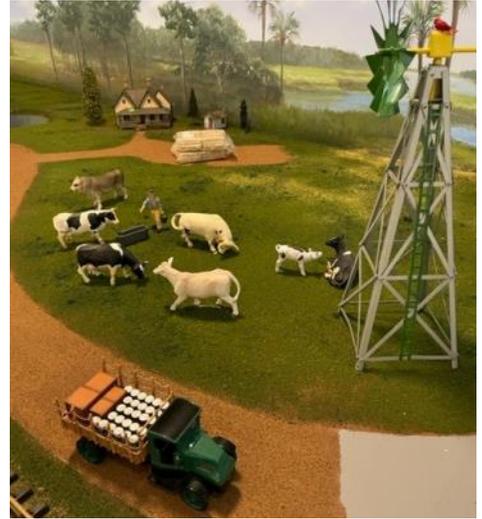
Train Installations, LLC

Woodstock, GA 30188

770-597-0038

dave@traininstallations.com

Here are a few work in progress pictures of the indoor G scale RR display we are building at the Grady County History Museum in Cairo, GA.



Check out our online store and updated website at www.traininstallations.com

We can help you with any part of your model RR project no matter what scale it is.

- Layout planning and CAD drawings
- Custom bridges
- Overhead RR systems
- Model kit assembly
- Train storage shelving

Thanks - Dave 770-597-0038

Now is a better time than ever to distract yourself with the hobby of model railroading! Let us know how we can help.



Be sure to check out our new products, including the 53" Rosecrans Bridge.



April 1 is April Fools Day.

On April 1, 1700, English pranksters begin popularizing the annual tradition of April Fools' Day by playing practical jokes on each other.

Although the day, also called All Fools' Day, has been celebrated for several centuries by different cultures, its exact origins remain a mystery.

Some historians speculate that April Fools' Day dates back to 1582, when France switched from the Julian calendar to the Gregorian calendar, as called for by the Council of Trent in 1563. People who were slow to get the news or failed to recognize that the start of the new year had moved to January 1 and continued to celebrate it during the last week of March through April 1 became the butt of jokes and hoaxes.

These pranks included having paper fish placed on their backs and being referred to as poisson d'avril (April fish), said to symbolize a young, "easily hooked" fish and a gullible person.

April Fools' Day spread throughout Britain during the 18th century. In Scotland, the tradition became a two-day event, starting with "hunting the gowk," in which people were sent on phony errands (gowk is a word for cuckoo bird, a symbol for fool) and followed by Tailie Day, which involved pranks played on people's derrieres, such as pinning fake tails or "kick me" signs on them.

Here are some punny Railroad foolishness.....

A friend got to the final of the local model railway competition. He lost on points.

Never liked the troll who lives under the local railway bridge. He's my arch enemy.

I asked a train engineer how many times his train had derailed. He said, "I'm not sure, it's hard to keep track."

Went to a railway fancy dress party. Everyone was wearing platforms.

Got a couple of railway buffers going cheap. It was an end of line sale.

I've always liked one-liners. That's why I'm a fan of monorails.

Ticket inspectors. You've got to hand it to them...

What's the difference between a teacher and a railway security guard? One trains the mind, the other minds the trains...

I know someone who tried to runaway after camouflaging a railway. He tried to cover his tracks.

I miss the old days of railway when the engineer had plenty of esteem.

Some local engineers took a train for a service, but the vicar said it was blocking the aisle.

A train track and a motorway walk into a bar. The train track says "a pint for me, please, and one for the road".

I know an elephant who refused to travel by train because he didn't want to leave his trunk in the baggage car.

A friend of mine quit his job as a reporter and left town by railway. It was an ex-press train.

And of course... How would you work out how heavy a whale is? You would take it to a whale weigh station....



AFL - CIO (All Freight, Locomotives & Caboosees, installation, operation) Labor Union News

Sometimes we all want to shout like a conductor warning that the train is about to leave the station. Whether we are calling out to get everyone's attention for meetings, shows, or other reasons, sometimes we simply have to speak our minds very loudly.

As this is a group newsletter, and I have asked for input from the populace, when I get it, I pass it along. Recently we received an open letter to the membership from Sally Bando. She has some good questions for us as an organization. While we cannot commit to "every event" every time, should we even plan to go to one, if no one volunteers? Here's Sally's take on it.

Participate in Model Train Shows or not?

I wanted to give out a BIG Thanks to Pam and Roy Williamson, Pam Kinnaman, Paul Hewitt, Ted and Deborah Yarbrough, Leslie and Russ Bundy, Lori Thomas, Emil and Linda Decker and James Bando who pulled off transporting the 2 layouts, setting up and breaking down the 2 layouts and manning the information booth. There should have been at least 10 more volunteers just to give breaks. No one even signed up for Sunday and very few for Saturday. There were 1450 people through the doors at this show. The few volunteers at the show were beyond busy. They needed help from our membership. Please help keep the GGRS going by volunteering. The above named people were working 7+ hour shifts, not fun at all. If we had more help this would be more enjoyable for everyone.



So why do we have a layout set up at Model Train Shows? We sometimes get paid for displaying; volunteers get in free to the show; you can run your own engines if you want; we sign up members; and we can also have a great time sharing Model Trains. There is a fellowship between members as well.

The Piedmont Division Model Train Show is an example of not having enough help to even talk to the people visiting our GGRS layout. Think back.....how did you find out about the GGRS? Most likely through Train Shows or word of mouth.

My question to each of you: Do we need to set up at these shows? If so, then we need more participation and coordination to get the job done. I personally don't even know who was in charge of arranging the volunteers for this show. I sent emails to two people that went unanswered. One phone call, unanswered - left a message, also received no response. When you see an invite to help, please think about how you can help. Ask if you don't understand what is required. You will find that with enough help, shows can be a lot of fun!

I believe that if we don't participate at train shows, our club will die out and G Scale will not flourish in our area. That is very sad. Who doesn't like Garden Trains running? Do we put our layout up for all to see and have a fun time? If you haven't worked at a show, then you don't know how stressful it can be when you don't have the support of other GGRS members.

A membership open house was scheduled at the same time as an event in Chatsworth with Ted and Deborah. So GGRS members will have to choose between the two, or rush to make an appearance at both. Will Ted's event lack volunteers? James and I will be helping. This event might be a missed opportunity for GGRS.

If you wonder why my name isn't on the list that helped. I am also a vendor for embroidered train items such as club shirts. I was there for the entire time trying to sell items while the rest did what they could to represent GGRS. I ran back and forth when things looked too busy for the information booth.

Sally Bando

*** [editors note: The GGRS member's open house has traditionally been held on the second Saturday of each month. In the Track Warrants Section (calendar) of the newsletter, in Nov. - the April Meeting was advertised, but no date was set. By the Dec. newsletter, the Chatsworth event was also listed. The Chatsworth event had moved around the calendar trying to avoid Covid for the past few years. It returned to its early spring planning cycle this year. Neither event noticed the overlap until it was too late to change either event.]

August – available

September – available

October – available

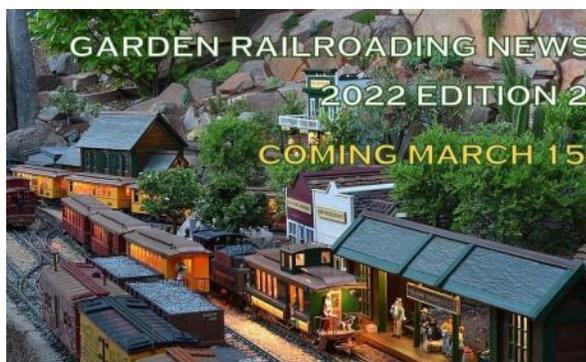
We would love to see what you've been working on and we still have three months available to host a GGRS Club Meeting in 2022. So, if you want to share your outdoor or indoor layout or need club assistance with planning a new railroad, please let me know and we'll put you on the calendar for August, September or October.

Pam Williamson

pspaan@msn.com

Latest GRN Newsletter for March / April is now available:

<https://dl.orangedox.com/2022.2.GRNews.March.April.2022>



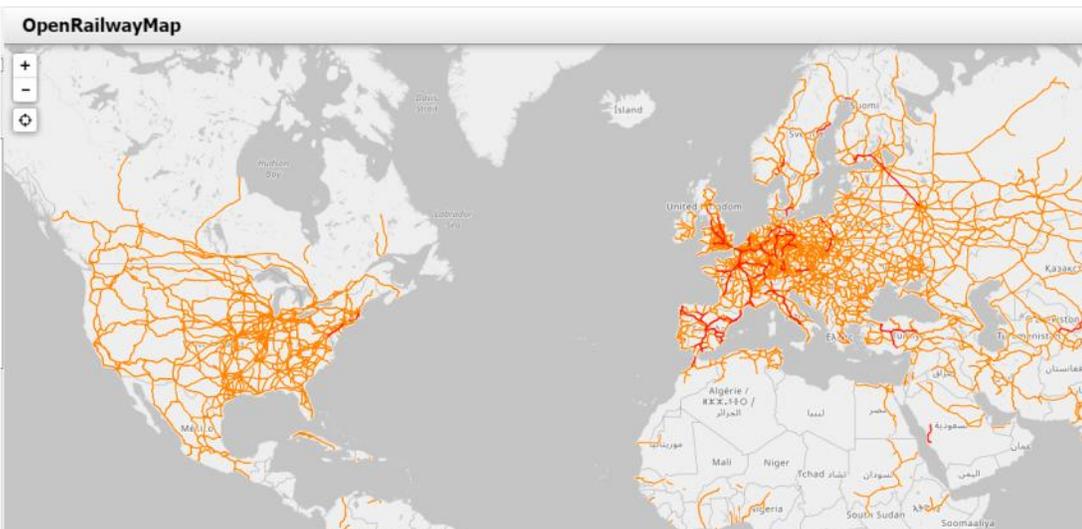
Garden Railroading News has formed a North American Regional Advisory Board to help us get perspectives on our progress and plans. Five Regional Advisors and the 4 of us who run GR News will make up the Regional Advisory Board.

Our 5 regions are organized around time zones and have similar numbers of clubs, around 25 clubs in each. Your club is in what we call the East Coast USA region.

The Regional Advisor for your region is Ted Yarbrough from the Georgia GRS and Ted will be reaching out to you in the next month or so to establish contact and set up a line of communication to get your input about GR News.

We have been working on this initiative for several months and are thrilled that it is taking off. We are conscious that the 4 of us who run GR News are all based on the West Coast and that perspectives across the USA & Canada are not always the same as perspectives on the West Coast. We need a national perspective and that is what the Regional Advisory Board will bring.

Our overseas clubs are not being forgotten. One of my roles is to work with them.
Mick Spilsbury



Ever wondered about what rail lines are currently in operation anywhere in the world? Dave Bennett shared this link. Zoom in on the most up to date tracks anywhere.

<https://openrailwaymap.org/mobile.php>

Yard Hostler

Days are warming up, and trains are coming out of their hibernation. (Trains hibernate?) Share your layout. Dates are available. Come help work a show. Time slots are available. Remember, the club activities are as much fun as you make them, by your enthusiastic participation. Join in today. Submit your newsletter articles and share the joy.

Emil Decker, Editor, GGRS Gazette
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