

GGRS Gazette August's News

President's Message

Having personally spent most of the spring and summer in new landscaping projects, I'm just now getting to setting out our garden layout with all of its new adjustments and creations. Not enough hours in the day!

Hopefully we will still be allowed to meet as the year continues. Please note changes as planned in meeting sites for September and October as outlined in this edition. Our meetings in June and July were both new sites on our calendar and both were fantastic. Both really put the word "garden" to maximum use in their railways and landscaping.

The Atlanta Senior Life newsletter for July includes a great article, "Big Fun with Little Trains", that has several pages of photos and narrative that highlight both the Bando and Bundy family G-scale layouts from our GGRS membership. You might find it at a distribution site or atlantaseniorlife.com or find it at facebook.com/atlantaseniorlife.

Terry Manning, President

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First Class Seating

SOLD OUT..... But Wait.... There's More !

The sold out GGRS 1:1 Scale Train Ride will take place Labor Day weekend on Saturday, Sept. 5 when the Great Smoky Mountain Railroad's steam powered Nantahala Gorge Trip boards at 10:00 a.m. in Bryson City, North Carolina and departs at 10:30 a.m. This 4½ hour excursion carries you 44 miles into the Nantahala Gorge.



IF you thought you had missed it, think again. After selling out the set of tickets Ted Yarborough had procured, he contacted the railroad to inquire into obtaining additional tickets. 12 more slots are now available, so if you were too slow, too cautious, or just too..... And missed out on the first set, you still have time. Contact Ted to reserve these final open slots before they are gone.

Soon after leaving the Bryson City Depot, our train will cross the historic Fontana Trestle across Fontana Lake and into the beautiful Nantahala Gorge. The train will arrive at the Nantahala Outdoor Center at 1:00 p.m. for a one-hour layover where you can relax by the river. The steam train will arrive back in Bryson City at 3:00 p.m.

Our tickets will be in the Premium Open-Air Gondola, the Nantahala, featuring unobstructed views, half-height walls, and a roof above to protect passengers from the elements. Passengers will be served a box lunch, choice made at time of booking of BBQ sandwich or Veggie wrap, by the car's attendant.

When the train reaches the end of the line, the attendant will invite all guests in the car to switch sides with their neighbors so that everyone will have the opportunity to take pictures from a new perspective on the opposite side of the train for the return trip.

Ted Yarborough





1:1 Train Excursion

Ticket cost is \$84.00 per ticket. Prepaid parking is available for \$6.00 per vehicle and should be included in your ticket order if you desire to purchase. To order, send a **check** made out to **Ted Yarbrough** (total amount reflects number of tickets X \$84.00 and include \$6.00 prepaid parking if desired) along with your lunch choice to Ted Yarbrough, 212 Love Drive, Chatsworth, Georgia, 30705. Deadline for your ticket order is July 24 (or until trip is sold out, whichever is first). Please note that tickets are non-refundable, but can be sold or transferred to other GGRS members if for some reason you are not able to attend.

[Editor's Note: Members of the renown Yarbrough Gang wishes to remind all participants that the Railroad's requirement of a mask not only is a safe precaution, but also helps confound the Pinkerton Agents.]

The Next Whistle Stop

John and Marge Lees' Coppermine RR. This is a great opportunity to visit the 1:1 caboose you've been reading about in the last few issues. Additionally, John has been busy building his layout to allow for some long trains to run. Come to the mountains and join us.



Track Warrants

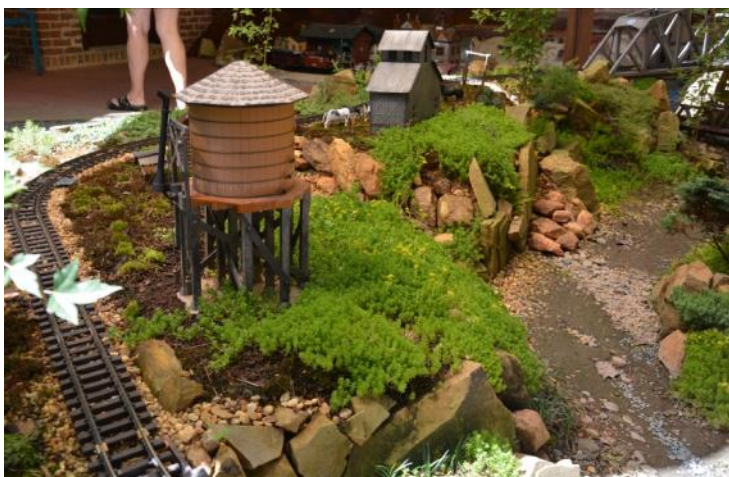


Event	Location	Date	Status
GGRS Member Hosted Meeting	305 Town Creek Church Road Dahlonega, GA	Aug. 8, 2020	John & Marge Lees
59 th Atlanta Model Train Show & Sale	Infinite Energy Forum, Duluth, GA	Aug. 22, 2020	Happening . . . at this time
GGRS 1:1 Rail ride	Great Smokey Mountains RR	Sep. 5, 2020	FUN !
Model Train Expo	Chatsworth Depot	Sep. 12, 2020	Indoor & Outside
(NMRA) Model Train Show	Cobb Galleria Atlanta, GA	Oct. 3-4, 2020	TBA
36th National Garden Railway Convention	Gaylord Opryland Resort, Nashville, TN	May 30 - Jun. 5, 2021	Ngre2020.com

Copper Canyon Depot All Aboard !

July 11 saw many eager members of the Georgia Garden Railway Society meeting in the well laid out backyard gardens of Alan and Juliet. This place truly had emphasis on both Garden and Railway. Juliet stated to me that she focused on low maintenance plants, but the yard spoke of lots of loving time and dedication to the landscape. Alan's attention to detail in the compact, but elaborate layout shows long runs and quantities of stock and buildings aren't necessary to exhibit a superior display. Just check out these photos and you will see what I mean.







The restoration of the Southern X376 Caboose: Part 3 of a series

by John Lees

Laying Track

I stopped at the local Southern Railroad depot to ask about track. Surprised I was there they politely informed me they did not “do track” from that office and could not help me. I began to stop anywhere I saw track crews working. They were even more surprised than the other employees when I asked about track. They told me that everything was automated and they could not tell me in terms of human labor how to lay track. The straw boss did propose that his crew come by with material and they would lay the 40 feet of track I needed for a price. It was very high. I said no and over the next two weeks tried several other track crews without any success.

It was then that the truck man called me with the name of a company that purchased all the out of service rails from the Norfolk and Southern Railroad. They were about an hour away and very receptive to my questions. The lady in charge gave me a list of materials and a price list to work with. She could not help me with the correct procedure to lay track, however.

The cost of the track was followed by estimates from both crane companies and the truck driver. I had determined the weight of the caboose to be 60,000 pounds. All pricing was based on that weight. I called the booster club president to tell him how much money I had remaining to pay for the caboose. He took my number to the school board and they approved the sale. My offer required the school board to pass a resolution at a board meeting to sell the caboose to me at the price we had agreed too. I asked for a copy of the resolution and a letter from the school board that they had clear title to the caboose free of all liens and encumbrances. My terms were agreed too. I sent a check for 50% down with the remainder to be paid upon the caboose being loaded on a truck in their parking lot.

I ultimately went into the internet to find out how to lay track. As I searched, I found a website detailing the restoration of a Southern Railroad caboose. The man who owned the website gave me the name of another gentleman who owned a Southern Railroad caboose. The second man told me to lay it level, on hard ground and to tamp in #1 stone tight under the rails. He explained that the goal was to put enough stone under the rails that when the weight of the railcar was applied to the track, the weight was distributed throughout the ties and rails.

For a brief period, I thought it might be possible to pull up the track in Powell, bring it to my property and lay it before the caboose arrived. With a less than one day to bring the caboose here, I decided it would be too difficult to remove the track, bring it to my property and lay it in time to put the caboose on it. I did not want to cause the truck driver a delay. I called the truck driver and asked if he could pick up the two 39 foot sections of track, 40 ties, a keg of spikes and the metal plates that go under the rails and deliver them to the site of the new resting place for the x376 Southern Railroad Caboose.

I also called a good friend of mine who owns and operates a Kenworth two axle dump truck and asked him if he could deliver two loads of #1 unwashed stones. Approximate weight for the two loads was 40,000 pounds. He would deliver the stones to a place about 100 yards from where the tracks would be laid.



Now it was a matter of timing the railroad construction and the pickup and delivery of the caboose. It all seemed so simple and straight forward. The truck driver called me and said he would use the oversized-load truck and a flatbed trailer to deliver the rails and other materials. This would give him an opportunity to test how to drive the caboose onto the property and where to the place the crane he would use to unload the caboose.

He asked me to take a pole 15 feet high and walk the route he would drive on my property and trim off any tree branches that hung low enough to touch the pole. It took a tall step ladder and a pole trimmer to get the trimming done, but it was accomplished in one evening.

Part 3 Laying Track Cont.**by John Lees**

I took a day off from work to be available when the truck arrived and watched as he slowly approached our driveway. He was driving a cab over tractor and seemed to drive past the end of the drive before he cut the wheels sharply to the left. The truck seemed to turn ninety degrees on a dime. The trailer remained straight on the road as the cab started toward the drive and all of a sudden, the it followed the cab up the drive. He then turned off the cement at a 45-degree angle and up the small hill toward the woods that run next to the lawn. In a fluid motion, the rig made it up the property line and stopped within five feet of the designated location given by the crane man.

He got out and said he knew what to do with the caboose. He walked me down to the road and said that the one side of the decorative landscape box made of old railroad ties would have to be removed. He pointed to two trees about six inches in diameter and said they needed to be cut down at the ground with no visible stump. He also said that two old tree stumps about twenty-four to thirty-six inches in diameter needed to be cut back to ground level as well.

A reality of the project that I under estimated was how much help I would need in getting the finished caboose done. The number of "other people" hours would become so great that I would come to realize that it was my dream, yet became the adopted project of many other people. That started now with the use of my son-in-law's "Bob Cat". The driver used it to unload the rails and other material. He was like a surgeon using the forks to lift and move the 39-foot rail sections. By the time the truck was unloaded I also had another revelation. My yard was going to be trashed and I had better tell my wife now, to prepare her for what was about to happen.

I called the crane company in Knoxville to determine what needed to be done at Powell High School. They told me they would drive the crane through the gate and close to the caboose. Then the truck driver could back his rig down through the gate and the caboose would be lifted up and over to the trailer. With a simple action, and very little distance to reach and elevate the caboose. It would not take a large crane and if all went according to plan, the time involved would be very short.



They also mentioned that a power line for parking lot lights would have to be removed for the crane to make its way to the caboose.

Both crane companies had a policy that the cranes were rented on a per hour basis, but there was a minimum eight-hour rental period. The cost of the crane rental out of Knoxville was twice the rental cost of the local man. I was told this would be the case because I was from out of town and that was always at a higher price. This fact was going to be important to remember later in the project and I was able to push for some concessions when they were needed, because I knew the profit level was higher on that end.

Now came what was supposed to be the easy part. I started to plan the track laying job thinking about the transcontinental railroad and the progress they made in terms of miles per day. I was going to be that efficient. Using string and stakes I outlined the rectangle that represented the width of the ties and the length of the rails.



Part 3 Laying Track Cont.**by John Lees**

Next, using a two wheeled hand truck, I started moving railroad ties in place at the twenty-four-inch spacing center to center. I was surprised at how much up and down elevation variation there was on ground that appeared level.



I decided that I would use the ties that sat on the ground and were level to each other as the base grade. That would require digging slit trenches as wide as a tie to lower the ones that were too high. In all about 30 out of forty ties needed trenches hand dug. I did this at night, by myself, or with the help of my grandson and two son's-in-law on the weekend. I was in a rush because the school could call at any time and tell me to come get the caboose. It was a challenge to keep the ties level and square to each other over a forty-foot distance but we got it done. The next task was to get the rails on the ties, spaced correctly to each other and centered on the ties. As used rail, once on a railroad and subsequently removed, each piece was bent and bowed. They also exhibited some twisting. When they were set on the ties each had a mind of its own and did little to aide in making the whole straight and parallel.

The difficulty was increased when the metal plates had to be set between the rails and ties. We finally used decking screws to temporarily hold the plates in place so all that we could drive the spikes and push the rail close as they pinched the rail to the plate. We calculated it would take at least eighty spikes to get the rail in place. When I picked up the sledge hammer I remember my son in law saying, "How hard can this be?" Thirty minutes later and worn out from the pounding the first spike, I replied to the question by saying, "it was not hard at all."

Part 3 Laying Track Cont.**by John Lees**

We went to the opposite end of the rail and tried to spike that end. We were not strong enough to get the rail into the proper position. It was too bent and twisted. We drove a second spike to hold the one end in place. My son-in-law took about five minutes to get it in place. I went to the table saw and cut two pieces of wood at the exact length that would space the rails at four feet eight inches. Using that as a guide we spiked the second rail in place next to the first. We then marked the center-line of each tie so that we could use that marking on the two templates to make the track square to each tie.

The method used to keep the rails at the correct gauge was to hook a come-a-long under each rail where the wood was located and then tighten the come-a-long to pinch the board between the rails. The rails should stay centered and at the right gauge using this method. We found that if we did one tie at a time the rails began to come under our control. By the time we were 75% down the track, the rails were straight and true.

Once the rails were on the ties and secure, the bobcat came into play. The long trips from the pile of #1 stone to the track was accomplished with little effort, one scoop at a time. We tamped and raked. By now we had also set a rectangle of ties around the caboose to hold the stones in place.

The rest of the loads went very quickly with help of my entire family. From my wife to my grandchildren there has been a spirit of adventure surrounding this project that made it fun.



Part 3 Laying Track Cont.**by John Lees**

We managed to lay the ties, affix the rails and put the stone down in less than two weeks and we were ready for the delivery of the caboose.



Gandy Dancers

Highlighting Members and their work

Theme for the Month - “Scratch-built”, or “Highly Modified” examples of buildings, cars, locos or other items on your road:

Members were asked to send in photos of their skill at building or modifying items for their railroad.

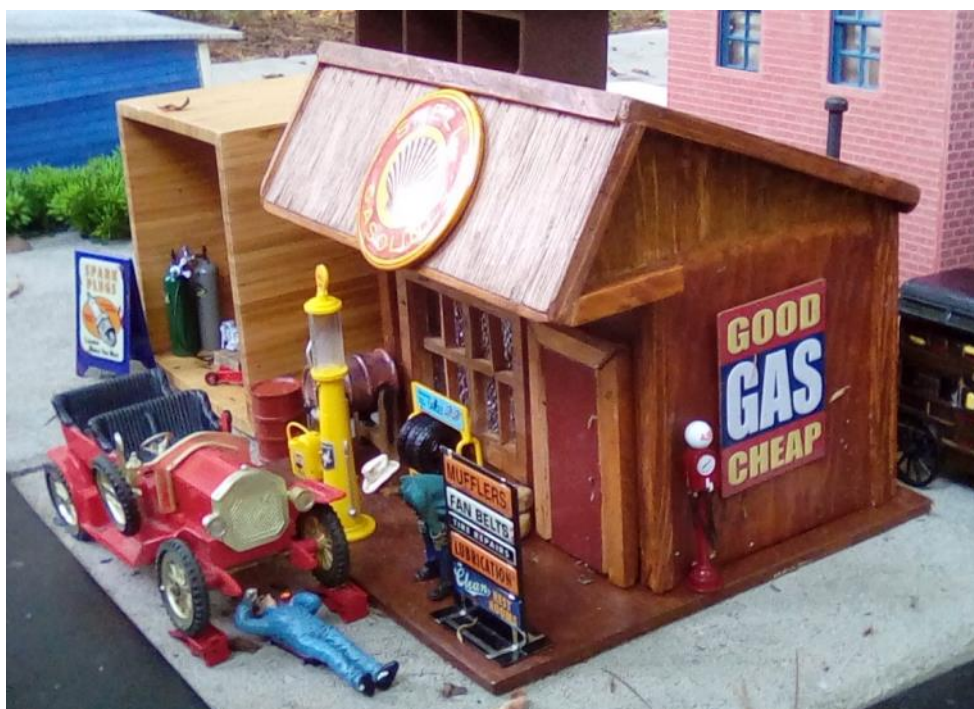


This MOW car not only has highly scratch-built details, but the tarp covers sound producing equipment. - Alan Luebs

[stay tuned for more on sound next issue... Editor]

The main building of this gas station was a bird house whose overhang construction reminded me of an old filling station when I was a kid.

Several magnet signs, figures, and a pump brought it to life with the bird hole covered by a red door. The side building is a tissue box holder on it's side with a workbench and auto repair tools - Terry Manning





Roy acquired the Music Shop in one of his many acquisitions. The shop was in rough shape with damaged signage and missing windows. So, we dismantled the building and painted it with plastic recommended spray paint and acrylic craft paint. The upstairs windows are covered with scrap pieces of lace that are secured between two pieces of clear contact paper. The downstairs picture window is a photo from the internet of an interior toy store and the door window is a picture of the Toy Store owner, Roy. Again the photos are secured between the contact paper. The finishing touches are a hodge-podge of figures, Department 56, Hobby Lobby and a modified Christmas ornament. It was a fun winter project when there isn't much gardening to be done.
 – Pam Williamson



The flat car with secured load started life as a Bachmann flat car with plastic wheels. To improve the car metal wheels were added and L&N decals were installed. To secure the load chocks were hand split from red wood and tie down chains were secured to the stanchions with springs. The die cast tractor was purchased at the John Deere dealership in Carrollton, GA. – Roy Williamson



This bridge is made from .25" square brass tube, some brass rod, and brass sheet, cut and dimpled. Each piece was laid out and cut to a paper pattern. Even with careful attention to heat transfer, soldering the joints was a real ... Female dog... If a joint comes loose, and they do, I cringe at having to fix it. Not fully installed just yet, each time I move it, it's with great care and a prayer. - Emil Decker



Besides looking funny, what possessed Southern Pacific to ask for builders to make the Cab Forward? What engineering changes also had to be made besides modifying the cab's direction?

Answer on page 21.

<https://commons.wikimedia.org/w/index.php?curid=63815029>



Highballing down the Track

Hindsight is...

2021!



2021 National Garden Railroad Convention Update

May 30 to June 5, 2021 Nashville, Tennessee

Wow! What a spring it has been for the members of the Nashville Garden Railway Society. One we would just as soon forget. All the members of the Nashville Garden Railway Society have remained healthy during the pandemic and many of us have been working on improvements or expansions to our garden railroads in anticipation of the tours next year. Our club members are now focusing on getting the 2021 National Garden Railroad Convention on track and having a great convention. In this newsletter we want to update you on several items resulting from the cancellation of the 2020 National Garden Railroad Convention and also items related to the 2021 convention which will be held from **May 30 to June 5, 2021** at the Gaylord Opryland Resort and Convention Center in Nashville, Tennessee.

Convention Registrations

By now every registration, whether family or individual, should have received an email message from us asking if you wish to transfer your convention registration to the 2021 convention or if you would prefer to receive a refund of your money. Many thanks to those of you that have responded and stated your wishes on how you prefer for us to handle your registration fees. To those that transferred your registrations to the 2021 convention, a special thank you for your support.

If you have not seen the email message you might want to check your spam filter to see if this message was trapped and not delivered to your inbox. For those that requested a refund, this means you will need to re-register for the 2021 convention once we open up the website later this summer for new registrations. We have started making telephone calls to those we have not heard from yet to explain the options available to you for your 2020 convention registration. **If we have not received your cancellation request by July 1, 2020, we will automatically transfer your registration and apply it towards the 2021 convention.**

Hotel Registrations

All the contracts with the Gaylord Opryland Resort and Convention Center and the other venues we were going to use for the 2020 convention have been re-signed and transferred to 2021. The Gaylord Opryland Resort and Convention Center is still shut down, but is scheduled to re-open for business on June 25, 2020 if there is no significant spike in the incidence of Covid-19 cases in the Nashville metro area. The last word we have received from the Gaylord Opryland Resort and Convention Center is they will be able to accept on-line registrations for hotel rooms in late July. We will announce in a forthcoming newsletter when the hotel is ready to accept hotel room registrations. We are going to delay opening up on-line convention registrations until the Gaylord Opryland Resort and Convention Center is also ready to accept hotel room reservations.

Convention Cars

There are still plenty of 2020 Convention cars for sale. No decision has been made if we will have a convention car produced for 2021. If you are a collector of convention cars and you do not have one for the 36th National Garden Railroad Convention, this might be your only chance for a car. The cars are available on a first come – first serve basis.

Prices for the cars are:

1 car: \$70 + \$ 29 shipping 2 cars: \$130 + \$32 shipping 4 cars: \$ 250 + \$32 shipping

If you wish to pick up your car next year at the 2021 convention, we will gladly hold a car for you and will have it available when you pick up your convention registration packet. Make a check payable to NGRC2020 and mail it to the following address:

NGRC2020
Attn: Malinda Jungst
P.O. Box 8074
Gallatin, TN 37066

If you are cancelling your convention registration and want a convention car for your collection, we will deduct the amount of the car plus shipping fees from the amount of the refund you are due. For international shipments please contact us at ngrcnashville@gmail.com for shipping charges.

Georgia Special: Pre-Order Convention Cars Through Roy Williamson and Get Free Delivery in August.

In an effort to help out the Nashville folks (*we all know Roy is an L&N Nut*) Roy is taking pre-orders for the Nashville Convention Car. Roy will collect the cars in time for the August 22nd - 59th ATLANTA MODEL TRAIN SHOW AND SALE at the Infinite Energy Forum, 6400 Sugarloaf Parkway, Duluth, GA 30097. Cost is \$70, but doing it this way you can save the Shipping and get free Georgia Delivery. Contact Roy **NOW** and pay when you get your car. Phone: (770) 891 - 9462



Update on Ken Miller's Garden Railroad

The President of the Nashville Garden Railway Society, Ken Miller, had significant damage to his garden railroad from falling trees during a tornado outbreak on March 3rd. Thanks to many volunteers the storm damage has been cleared up and he is making progress to building a bigger and better garden railroad. Below are three pictures to demonstrate how much progress has been made since March.

Storm damage on March 3rd, 2020



After the clean up and construction of new foot bridge



Starting to lay down track on June 2, 2020

The Rip Track

Need Repairs? Supplies? Buy Good Stuff from our Members

SO..... Been cleaning out your closets during the COVID-19 shutdown? Found some stuff you want to get rid of, but haven't been able to drag it down to the latest monthly meeting.

How about running an ad here?

We post wanted, for sale, all the typical "yard sale" items related to railroading. This is not just for items donated to the club (although those are also welcome).

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 Rip Track" is the official publication of the GGRS for advertising donated items to be auctioned to raise funds for the organization. Look here for items, and suggested monetary donations to acquire the item listed. If more than one member offers the suggested price on any item, they will be offered the chance to bid a higher amount. The highest bid will win the item. If the newsletter generates no purchase of any item, said item will be displayed at the next member meeting at a reduced price. This process will continue until the items are sold.

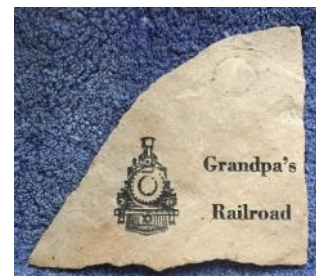
Emil Decker's
STICKS
+
STONES



Custom carved stonework for your RR., Garden stones, Pet Memorials. Deep etching provides years of enjoyment. Let everyone who visits your railway know you are a proud Georgia Garden Railway Society Member.

[sticksnstones@](mailto:sticksnstones@weegrr.com)

weegrr.com



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							\$18.00
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

Engineer's Wish List

Embroidery Design & Gifts

by On-Line Consign, Inc.

Sally Bando | 404.550.4816 | sbandogeorgia@comcast.net

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

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

With the train van parked in the roundhouse for the last couple weeks, we have finally found time to get our online store up and running. Our goal is not to compete with local train stores selling trains and track but to offer unique items produced in our shop along with other interesting products to help you build your RR. Specialty model RR tools, parts, kits, lubricants, bridges and more! Check back often as we plan to continue adding new items, with the next two items being G scale tunnel portals and a curved foam carver.

Also think about other ways or things we can help you with while we are stuck at home over the next few weeks including.

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

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

Thanks - Dave 770-597-0038



Rolling Stock Contact Information:

Store Location:	Weekdays: Tues - Fri (11A - 5P)
4255 Trotters Way	Closed on Monday
Suite 5B	Weekends: Sat (11A - 5P)
Alpharetta, GA 30004	Closed on Sunday

Phone: 770 714-5545
Mon - Sat (Call between 10A - 9P EST)

E-mail: rollingstocktrains@att.net

Train Installations, LLC

Woodstock, GA 30188

770-597-0038

dave@traininstallations.com





TrainMaster continues to evaluate the current recommendations and while the retail location is still closed, our website is back up and running!

With thousands of items available, take some time and look around!

<http://www.trainmastermodels.com>

Stay safe. Mike Devaney



Yes, Trainz.com is Open, with 90% of our orders shipping in one day! Don't forget to sign up for Trainz Rewards to earn points on your purchase!

Buy, sell, auction, and so much more. Join the Trainz Community.

Here at Trainz, we buy and sell a lot of trains! In 1975 Scott Griggs, the founder and chief engineer, started his first model train business in his parents garage. Over thirty years later that business has exploded into multiple warehouses full of model trains. Visit us online At:

<http://trainz.com>

This reply from TRAINZ is to a request from Sally Bando regarding G-Scale items received but not auctioned. Thanks for sharing Sally.

For G-scale buildings and other big garden items, we usually sell those through **Lindy's Trains**, which operates in the following antique malls. I'd call before driving out though, as some are closed, others are doing reduced hours, etc.

Braselton Antique Mall: 5134 Georgia 53 Braselton, GA 30517 (706) 654-3693 (Hours: Mon-Sun 10-5 (CLOSED ON WED))

Cobb Antique Mall: 2800 Canton Rd, Marietta, Ga 30066 (770) 590-8989 (Hours: 10-8 7 days a week)

Lavonia Antique Market: 180 Lauren Dr. Lavonia, GA 30553 (706) 356-2744 (Hours: Mon-Sat 10-5:30 Sun 1-5:30)

Buford Queen of Hearts: 4125 Ga Hwy 20 Buford, Ga 30518 (678) 714-0643 (Hours: Mon-Wed 10-6 Thurs-Sat 10-7 Sun 12-6)

Vintage Revival Antiques: 601 S Madison Ave. Monroe Ga 30656 (678) 635-7533 (Hours: Tues-Sat 10-6 Sun 12-5)

Old Town Junction Antiques: 277 Pottery Factory Dr. Commerce, GA 30529 (706) 335-3353 (Hours: 10-5 Mon-Sat 12-5 Sunday)

Catawba River Antique Mall: 406 Catawba St. Belmont, NC 28012 (704) 825-2383 (Hours: Mon-Thurs 10-6 Fri & Sat 10-8 Sun 1-6)



Blue Ridge
Hobbies /
Miniature
World of
Trains,
2327 N
Pleasantburg
Dr, Unit H,
Greenville,
SC 29609



Annual
Christmas
in **July**
SALE!

BIG SAVINGS FROM THE "SOUTH POLE"
**ALL IN STOCK ITEMS
ON SALE!**

**FROM THE MILWAUKEE
AND EASTON WAREHOUSES**

No Coupon Codes Needed Includes New

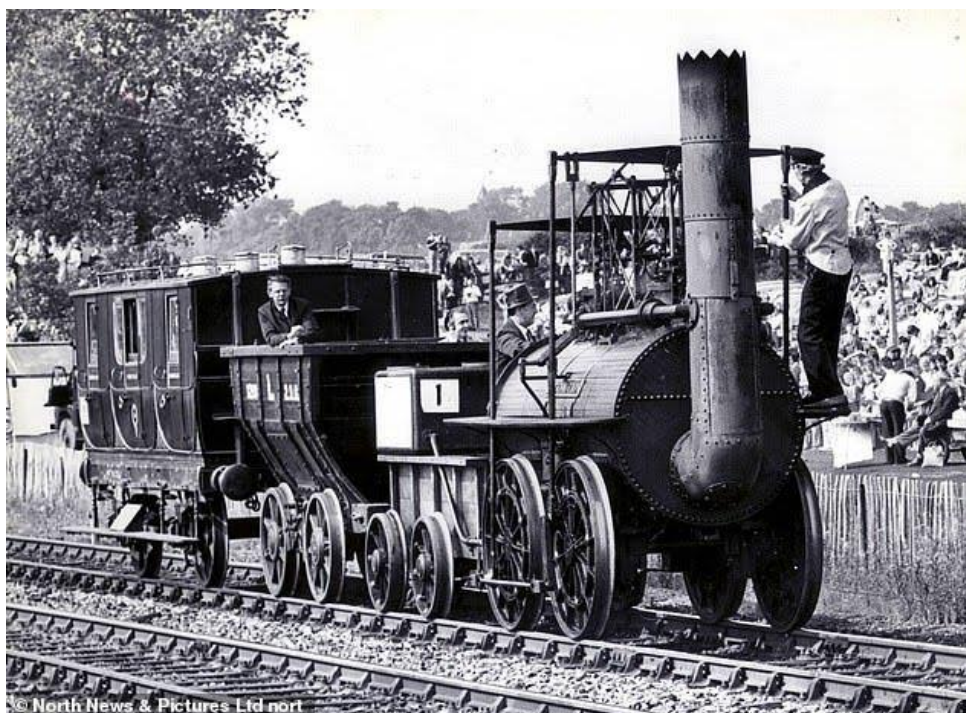
Arrivals!

**ALL ORDERS PRIOR TO 07/13/20 9pm
can not be adjusted to the sale prices!**

**Sale Ends
07/27/20 9 pm**

Board of Directors

President -	Terry Manning	temanning@aol.com
Secretary -	Russ Bundy	rsbundy@hotmail.com
Treasurer -	Dennis Bass	email4bassde@gmail.com
At Large -	Pam Williamson	pspaan@msn.com
At Large -	James Bando	horailroader@comcast.net
At Large -	John Lank	jclank@bellsouth.net
At Large -	Emil Decker	eldecker@windstream.net



What is it ?

The first "Wagon-Train"
according to Dennis Bass.

Cab Forward:

The cab forward design was widely used by the Southern Pacific Railroad. The design was able to deal with the peculiar problems of its routes. The 39 long tunnels and nearly 40 miles of snow sheds of the Sierra Nevada could funnel dangerous exhaust fumes back into the crew compartment of a conventional locomotive. After a number of crews nearly asphyxiated, the locomotive was run in reverse. This meant that the tender was leading the train, which introduced new problems. The tender blocked the view ahead and put crewmen on the wrong sides of the cab for seeing signals. The tenders were not designed to be pushed at the lead of the train, which limited speeds. Southern Pacific commissioned Baldwin Locomotive Works to build a prototype cab-forward locomotive, then ordered more units before the prototype had even arrived. One example of the type, Southern Pacific 4294, is kept at the California State Railroad Museum in Sacramento, California. It is a 4-8-8-2 locomotive and is the only one to escape being scrapped. The engineer and fireman swapped sides and faced away from the firebox. The tender remained behind the locomotive to maintain the improved forward vision; this was possible because the locomotive burned



Bunker C fuel oil rather than coal, so the fuel could easily be piped from the tender to the firebox, unlike a coal-burning locomotive. The smoke box end coupling was strengthened. The power reverse lever (Johnson Bar) and steam throttle motion direction were reversed. The drive wheel axles were also reversed, end for end without rekeying the return "fly" cranks, to reverse the expansion link timing on both sides.

Postcard photo of Southern Pacific locomotive 4100 and crew.

Yard Hostler

August! And the virus still has a lot of folks by the neck.....and wallet. Continue to do what you feel you must to be safe, but it looks like a lot of us are coming out of our shelters, judging from the attendance at Juliet and Alan's house. Great to see their awesome gardens & railroad, and now we are headed towards Dahlonge and the Lees' Caboo - sa - rama / Coppermine Railroad. Hopefully the weather will be as cooperative as the last two meetings.

I really like to see the high quality work and ideas people come up with on their railroads. It inspires me to try harder in my efforts. Sharing your pictures in the newsletter allows you to participate, even if you don't feel safe coming out to tour at this time.

So the 1956 classic, "Still of the Night" was running through my mind, and then on Youtube. Then I figured with the summer season, Ray Charles' "Heat of the Night" would probably be more appropriate, so I listened to that one as well. Music. Sound. Sound Effects. Next issue, there are at least two sound articles I will be publishing. Perhaps you have some "sound" on your railway. Or like me, you wish you did. What have you got? What would you like to get? The next round of sharing is going to focus on all those little "noise making options". Share yours, even without a photo. Let's hear it!



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