

GGRS Gazette December's News

President's Message



What time zone are you in.....are you sure?

What did Lionel originally sell?

What did John do next with his caboose?

Who received the prestigious GGRS Railroader of the Year award?

Is TrainMaster really open for business?

All these answered in this edition.

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Trains at Christmas



No one knows with certainty how the tradition of toy trains under the Christmas tree got started, but it probably started in the early 1900s. Since most children were more familiar with trains than automobiles at that time, toy train sets were popular requests for Christmas gifts.

Christmas was a time when many people traveled long distances to reach home or to see relatives. Most of these journeys involved a train ride. Likewise, the nation's railroads were a primary means of transporting packages across the country at Christmastime.

Between 1901 and 1950, the purchase of a Name - brand electric train was a major expense that needed to be budgeted. What is more natural than giving the most expensive toy you were ever going to buy as a Christmas present?

In 1891 the German toy company Marklin introduced, not just a toy train, but a toy train set. A complete

system including locomotive, cars and track all scaled to size. The idea was that this would be part of a line of toys to which accessories could be added; extra cars, different locomotives and miniature buildings. It turned out to be a real boon for Marklin as it encouraged buyers to come back again and again to purchase more items to add to their tiny worlds.

Very early train sets were made of soldered tinplate and were driven by a windup mechanism which gave the operator little control over the engine and cars other than to crank the key and let them roll. Still, they proved very popular and companies in Britain and the United States were soon building their own sets. Germany dominated the market until the onset of World War I.

In the United States the toy maker Ives was one of the first makers of toy train sets. These sets featured a windup - clockwork mechanism driving an engine and cars made of cast iron. Ives put together a successful advertising campaign aiming at what they believed to be their target audience: 12 year-old boys.



Continued page 2

Trains at Christmas (Cont.)

Other toy inventors, however, were pondering how to get past the limits of the clockwork mechanism. In 1897 the U.S. company Carlisle & Finch started producing an electric toy train that ran off batteries. Strangely, the only other product produced by the company was a carbon arc searchlight. The trains did well, but as the United States entered into World War I, the government forbade the company from producing the toys as Uncle Sam needed their business to concentrate on building spotlights for the war. After the conflict was over, Carlisle & Finch decided not to resume their toy train production. Today they remain a premier vendor for search lights and related equipment.

In 1900 a new company was founded whose name would be forever associated with electric trains: Lionel. When Lionel Corporation was started by Joshua Lionel Cowen and Harry C. Grant in New York City it was not their intention to build toy trains. They saw the company as making a number of electric novelty devices, the first one being a fan. As part of an advertising ploy, Cowen took one of the fan motors and used it to power an electric train that ran on a battery. The idea was that a moving miniature train in a store window would draw attention to the other products. However, the store owners got more inquiries about buying the train than fans and Lionel soon added toy railways to their product line. Eventually it became their main business.

Lionel electric trains became so popular that Ives was forced to come out with its own electric trains. By beginning of the 1920's, Lionel, Ives and another company, American Flyer, were battling it out for the biggest share of the U.S. electric toy train market.

https://familychristmasonline.com/musings/trains_n_christmas/trains_n_christmas.htm

<https://www.wonderopolis.org/wonder/why-do-people-put-toy-trains-under-christmas-trees>

<https://www.post-gazette.com/local/south/2012/12/20/The-tradition-of-model-trains-beneath-the-Christmas-tree-may-have-started-in-Pennsylvania/stories/201212200370>

http://www.unmuseum.org/xmas_trains.htm



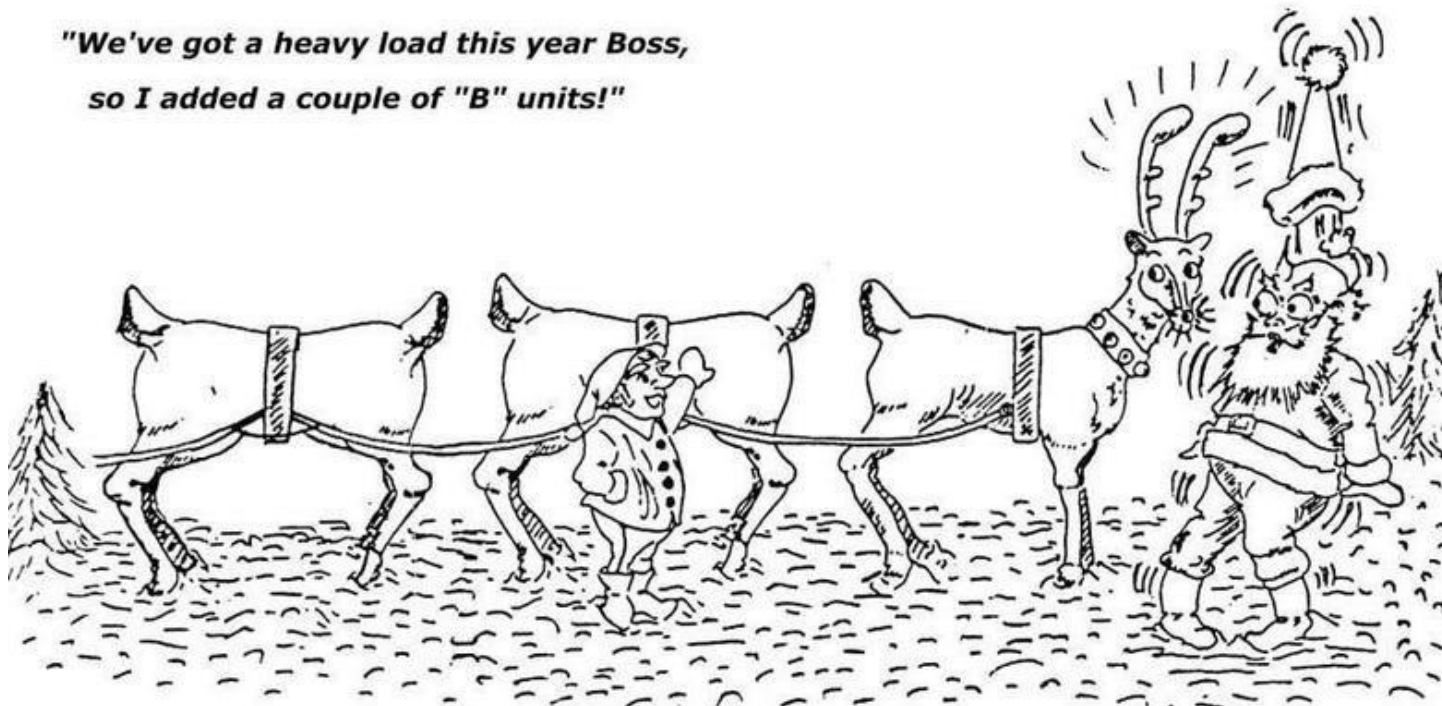
Toys for Boys

Electric Railways: Metal Cars, run 150 feet a minute on straight or curved tracks. \$3.50 up.
Electric Coal Mine Train: Locomotive will climb grades and haul three loaded cars. \$5.00.
Inclined Plane Railway: One car goes up while the other car comes down. Amuse children by the hour. \$4.00.
Water Power Plant: A little machine for generating electric light or power from a common hydrant without expense. \$8.00.

Catalogue tells all about them, free

The CARLISLE & FINCH COMPANY
836 West Sixth Street, Cincinnati, Ohio

**"We've got a heavy load this year Boss,
so I added a couple of "B" units!"**



Gandy Dancers

Highlighting Members and their work

Theme for the Month - Holiday Railroads:

Members were asked to send in photos of their ornaments, wreaths, table Decorations, etc. representing Holiday Decorations that take advantage of their love of Railroading. Just hope this don't ruin someone's "Surprise Present" with an early publication here.



The Mannings let the traditional Thanksgiving Turkey trot around an autumn village scene / tree in their foyer last year.
- Terry Manning

[I wonder if it laid an egg.....liner for this year's run around the tree? - Editor]



My neighbor from across the highway made this wreath for us. - John Lees



We have been converting our back porch into a North Pole railroading theme for several years. Of course, I'm a nut for support buildings, so it expands and changes every year. For this year, my new 22.5 degree crossover figure 8 track layout is in use. I populated the village with elves and cartoon characters. No humans except Santa and Mrs. Claus.

- Terry Manning



Back at the beginning of the year I saw an ad for this Santa Chloe as a preorder item. Didn't really need another Christmas train, but have always wanted one of these LGB engines, liked the color scheme, so I ordered one. And promptly forgot about it. Well it arrived this week along with 30 passengers who'll need their clothing painted in Christmas colors. So I have a project as we enter indoor weather time of year. - Russ Bundy



I picked one out from a few years ago. - R.J. DeBerg



This mantle piece was tossed by a store after it didn't sell. I haven't decorated it for this year, but it does hold 2 plants that I haven't manage to kill just yet. - Emil Decker



My favorite ornament and our train under the tree. - Ted Yarborough

Track Warrants

Want to become a host for next year? Now is the time to consider, and select the month you would like to reserve. First come, first choice of month. Next year is going to be wide open for only a little while, so pick your date and inform the Secretary (Pam Williamson) now.

| Event | Location | Date | Status |
|---|--|-----------------------|----------------------------|
| Model Train Show 2021 | Clarence Brown Convention Center, Cartersville, GA | March 13 - 14, 2021 | Current Proposal to attend |
| 36th National Garden Railway Convention | Gaylord Opryland Resort, Nashville, TN | May 30 - Jun. 5, 2021 | Ngrc2020.com |
| NEXT GGRS Member Hosted Meeting | Your Layout ?? | 2021 | Plan Now! |

Standard Time and time zones, with pressure mounting from the railroads, were instituted in the U.S. and Canada on November 18, 1883. What time zone was Georgia in at the beginning of it all?

Answer on page 21.



ALL ABOARD!
THE
PIEDMONT DIVISION
MODEL TRAIN SHOW
2021

INTRODUCING A NEW LOCATION FOR 2021!
The Clarence Brown Conference Center
5450 GA Hwy 20 – Cartersville, Georgia
Easy access from Hwy 41 and 75. Hotel available next door.

March 13 & 14, 2021
Saturday: 10-5, Sunday: 10-4

Six Operating Layouts to Enjoy
150 Tables of Model Trains Dealers
"White Elephant" tables
Raffle Layout

Admission: \$9 per Person - Kids 9 and Under are Free!
FREE PARKING



Sponsored by the Piedmont Division
of the National Model Railroad Association
www.piedmont-div.org

NMRA SER News

The SER and Palmetto Division are moving forward with plans for Swamp Rabbit Express, the 2021 Convention to be held in Greenville, SC June 10-13, 2021. Check out the Convention website - www.swamprabbitexpress.org Dave Winans, Convention co-chair



The restoration of the Southern X376 Caboose: Part 7 of a series by John Lees

Now the work began on the caboose

I started with a small CAD program and drew the existing floor plan. Then I drew how I thought I wanted the floor plan to be when done. Much to my surprise, the basic plan drawn then is what it looks like today.

Learning every step of the way

Starting by removing everything from the inside that did not belong seemed like a good idea. A good look at the interior showed that the way to affix something to a metal wall is with a rivet. These were $\frac{1}{2}$ ", $\frac{3}{4}$ " and 1" rivets. My first approach was to drill out the center of each rivet. I took my high end DeWalt drill bits and started on rivet 1. I touched the center, pushed very hard on the drill and dulled the bit in a Millisecond. We tried carbide tipped, and any other type of bit that sounded good and hard. Nothing worked.

Next, we got a grinder from Home Depot and attached a cutting blade. The "cutter" worked and the rivet head was cut off at the wall. Finally, we were able to use a heavy-duty punch and



punched the center of the remaining portion. What remained was a hole with a hollow rivet holding tight. A drill bit using an 18-volt drill removed the remainder without damaging the hole.

Cleaning House

The following interior items were removed. The entire battery compartment including two wet 24-volt batteries weighing 75 pounds each. The coal stove with its chimney, under panel and wall mounted metal heat shield were removed and set aside for restoration. The widow seats, which had to be bisected in order to get them out the doors.



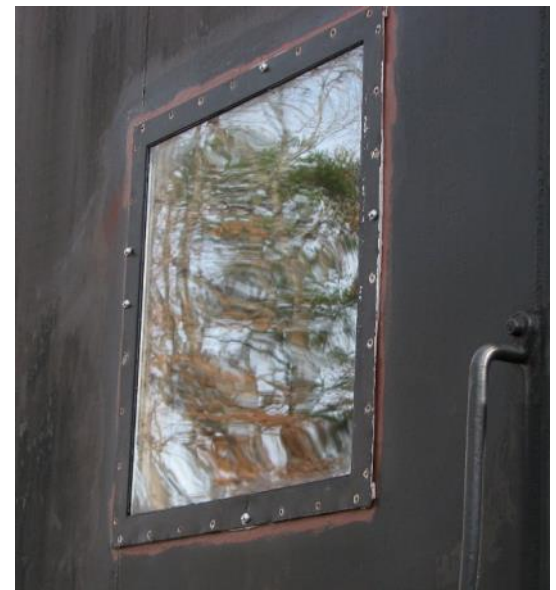
The restoration of the Southern X376 Caboose: Part 7 (Cont.) *by John Lees*

The chemical toilet, sink and chemical treatments tank for waste. The overhead water tank that held approximately 45 gallons of water, ice chest that was under the water tank, tool storage box, a metal cabinet for files was set aside for restoration, the Conductor's desk and chair which needed extensive work. Many wall items were removed, as well.



The restoration of the Southern X376 Caboose: Part 7 (Cont.) *by John Lees***Flooring needs repair**

With most of the flooring exposed, it could be seen water damage had occurred under each window and some must have been due to roof leaks. An area about 12" high by 15' long had rusted through at the floor line near the sink and toilet location. The floor was handmade tongue and groove lumber with each of three layers being $\frac{3}{4}$ " thick. The damage was serious and the realization that this floor may need to be replaced began to settle in. The next project had to be window and roof repair. My son-in-law stopped by and using a hammer drill removed one of the windows, frame and all.



The restoration of the Southern X376 Caboose: Part 7 (Cont.) *by John Lees*

I took it to Atlanta Highway glass in Gainesville Georgia to get an estimate on the cost of replacing the bullet proof acrylic that had been sanded until it was not transparent. It was such a small job there was not much interest until they found out it was out of a caboose. The next day I stopped in and found they had made a gas filled window using auto glass with a mild tint. It was perfect. The price was quoted at their cost only. I asked if I could bring in another window so I could learn how to mount the glass myself. They were happy to do that. Caboose fever had hit these three men and they were happy to be a part of this project. My son-in-law showed me how to mount these framed windows using mastic for sealing them to the frame.

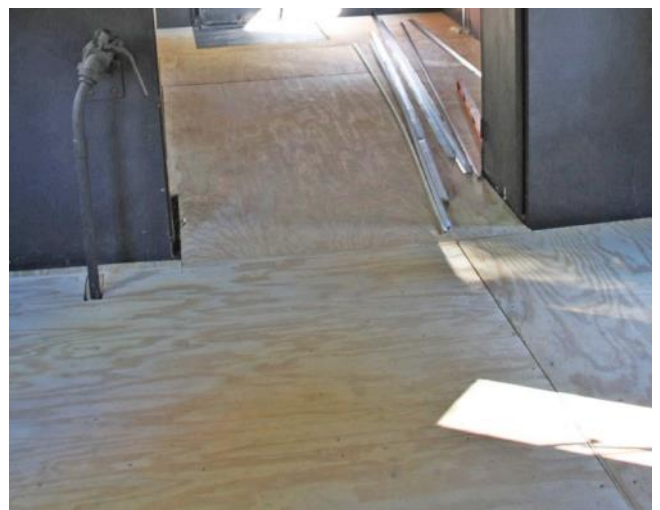
Roofing leak

Roofing turned out to be rusted near the place where the coal stove chimney exited the roof. Rather than try to take the roof apart, my son in law built a metal rectangular box and placed it over the leaky area and sealed it to the existing roof. That "patch" has been on the roof ten years without a leak. With leaks above the floor fixed it was decided not fix the rust area along the floor until the rotted wood flooring near the rusted area was removed because a welding torch would be used.



Now attention was turned toward the floor. Cost of making our own replacement tongue and groove flooring, the amount of work involved in removing old floor, amount of work remaining after the new floor, all weighed heavily in the decision to repair the old and deck over it. I also decided to leave two sections, one before each door, with the old flooring exposed.

With a jig saw I began to cut out the dry rotted sections in shapes that could easily be duplicated. Those shapes were used as a template to form three-layer patches dropped into the holes made with the jigsaw. Slowly the floor, looking like a jigsaw puzzle, began to take shape.



The restoration of the Southern X376 Caboose: Part 7 (Cont.) by John Lees



The friend of mine who drove the dump truck is also a welder. He came by and cut out the rust spot with a torch. Then he welded a patch over the hole from the outside. When that was complete the floor was finished adjacent to the weld.

Electrical Wiring

All work so far had been done with lighting and heating supplied by extension cords. Now it was time to address the lack of electrical power. Going back to the CAD program on my computer, I printed out several floor plans and began to identify location of lights, switches and outlets. By the time I was done it was surprising how much power would be required. I called a young man I knew who was an electrician. He reviewed my drawings and stated the caboose would need 150-amp service. Like so many others, when I asked him to do the work, he jumped at the chance, yet another person caught up in the caboose draw. I also called a local HVAC company and asked for someone to take a look at the project. My requirement was to have heating and air without unsightly ductwork. That request brought the owner and his wife to look over the project. He walked around and told me he did not think one of the systems that hang on the wall was the answer. He said, your requirement of no visible ductwork probably had a bigger meaning than that described. What was wanted was an invisible HVAC system. He was correct and already had the solution. He set a 1 ½ ton unit into one of the closets. The cold air return mounted in the side of the closet and two heat registers were mounted on the sides near the top.



The restoration of the Southern X376 Caboose: Part 7 (Cont.) *by John Lees*

When the electrical was done and the HVAC activated, we had heat and light! A major milestone by any unit of measure. Next came the enclosure for the toilet. The only walls not original and not metal. They would also be the walls for the coal stove and the kitchen on the opposite sides. The bathroom door became an issue when I noticed that the overhead rails for holding on when the train moved prevented the door from opening. Cutting the bathroom door into three pieces vertically, and attaching piano hinges made a trifold door that closed without hitting the metal pipe. I took the metal file cabinet and cut a hole in it and mounted a sink. I placed the cabinet and made a space inside for a five-gallon hot water tank. A rustic style faucet finished the look. I plumbed the water line into the caboose and ran it on the wall not inside as would normally be done. With the plumbing in place I called a plumber to run the water line from the house to the line I stubbed off. The drain from the sink and toilet were plumbed into the septic system. Now we had HVAC, electric and plumbing.



**Highballing down
the Track**

Hindsight is...

2021!



2021 National Garden Railroad Convention Update

May 30 to June 5, 2021 Nashville, Tennessee

Convention Registrations

Marriott Properties, which manages the Gaylord Opryland Resort and Convention Center, is now accepting reservations for hotel rooms for the week of the Convention. Our recommendation is to call the National Reservation telephone number to make your hotel reservations to ensure you receive the special convention room rate. The telephone number is (877) 351-5021. Mention you are booking rooms for the National Garden Railway Convention and request the special convention room rate. Our experience has been trying to get the discounted convention room rate has been hit or miss when trying to make room reservations on-line. If you encounter any difficulties please don't hesitate to contact us using the convention email address: ngrcnashville@gmail.com.

Model Contest

The Nashville 2020 NGRC Convention will continue the tradition of a competitive modeling competition. We are especially excited to be hosting TWO divisions this year. We added a youth division to stimulate and encourage interest for our youth to be a part of this fine family hobby. The Youth Division has some great prizes lined up and the Adult Division will be competing for trophies, and of course bragging rights.

YOUTH DIVISION:

(17 years of age and younger)

1. Building from Youth Vendor Clinic (pre-constructed G-scale building) and must be registered for this youth clinic.
2. G-Scale Flat Car from Youth Vendor Clinic – Must be registered for this youth clinic.
3. Track-side (non-building) Scene (Any scale but scale must be labeled on entry form).
4. Outhouse – Any scale but scale must be labeled on entry form. The Youth Clinic of a USA Trains Flatcar and Wood Building can be entered into the Youth Modeling Contest.

ADULT DIVISION:

1. Custom Scratch Built Building
2. Rolling Stock (including locomotives)
3. Diorama
4. Outhouse

Model entries should be brought to the Vendor Hall and submitted no later than 6 pm, Thursday June 3rd, 2021.

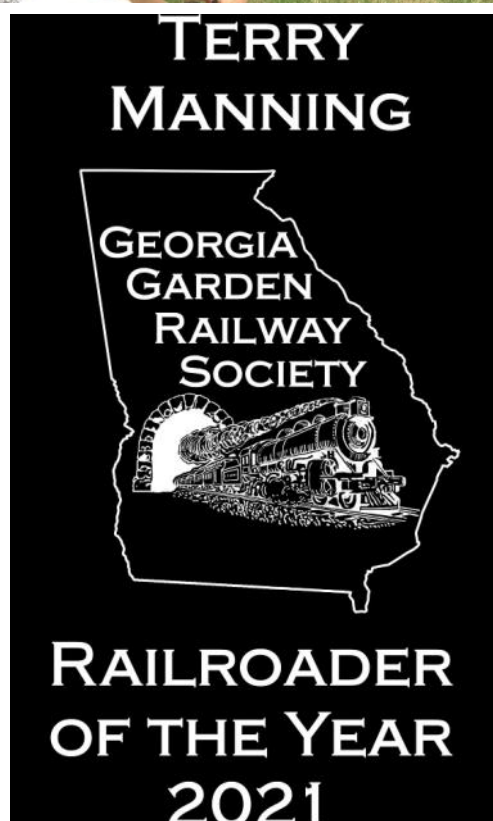
Voting will be held on Friday, June 5th between 8:00 am and 3:00 pm. Models must be picked up between 4:00 and 6:00 pm prior to the banquet.

The winners will be announced at the banquet.

1. Entries should be of G-scale (with exception of the two youth categories noted for any scale).
2. Entries that have won a similar contest in previous National Garden Railway Conventions are not eligible for entry in this contest.
3. The entrant must have done the modeling work himself/herself.
4. You may include a small description of the entry, but no reference to the builder.
5. The Best of Show will be awarded to the entry that received the highest number of Best of Show votes. Any Best of Show winner will not be eligible to receive the first place from the category it was entered.
6. The entrant agrees to release Nashville Garden Railroad Society, NGRC, hotel and volunteer personnel from any liability due to damage or loss of entry.

At The Depot

Pam and Roy Williamson hosted the final home layout / meeting for this year. The weather was fantastic, and as Terry Manning conducted his last meeting as President from the backyard deck, members spread out across the back yard. As this meeting became the annual meeting, we dropped the Christmas gift exchange but we continued the presentation on the "Railroader of the Year". Terry Manning was the winner, as the nomination recognized no one had done more for the club in keeping us moving forward in this difficult year.







The Rip Track

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

Member Want Ad

Looking for something specific? Have something you no longer need and think a fellow member might be interested in it? Buy, trade, and sell for free right here in the monthly Gazette.

Members can post their items for free. That's 100% off ANY price you can think of. Photos help, and no, there is no guarantee it will sell, but we can guarantee it won't if you don't. Ads run for one month, with extension possibilities.

Non - members contact the editor for listing potential.



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

Local pickup of orders by Appointment.

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>

**Didn't get what you wanted? Try one of
these Vendors for great after
Christmas deals.**

Start the New Year off with a new shirt

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

\$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



Let Dave make that Christmas Dream come true with a new layout in 2021



I will be collecting "TRAINS FOR TOTS" this year and donating them to [Toys For Tots](#) to be distributed to needy kids for the holidays. Train toys can be **any** scale and for **any** age group but **must** be new. This is a great way to promote the hobby for future generations. Contact me to arrange drop off or pick up. Thanks, Dave Bennett, Train Installations. 770-597-0038 dave@traininstallations.com

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

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

Train Installations, LLC

Woodstock, GA 30188

770-597-0038

dave@traininstallations.com

This is a garden RR we recently completed for a customer in Acworth. It has 2 tunnels, 3 bridges and a cedar storage barn. I hope to get them involved in the club when he retires next year. I guess he is ready to run trains for the holidays. - Dave Bennett



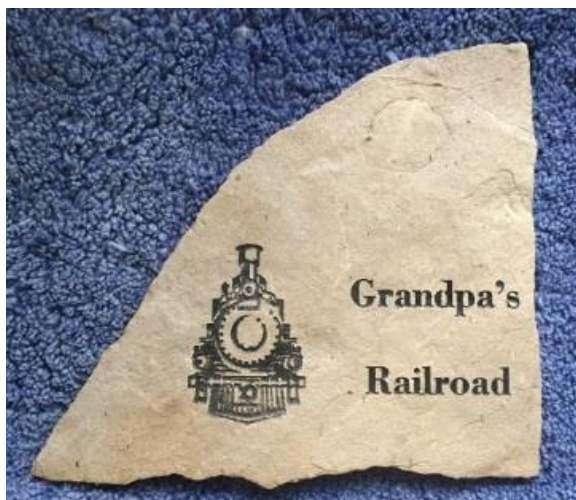
**Christmas Rocks !!
& your Layout can too !**

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



North Georgia Live Steamers



1632 Centennial Olympic Parkway, Conyers, GA
(Across from Hawthorn Suites)

Even though we may not be open right now to share our passion for trains with you we continue to do work around the railroad so when we do have our next public run day your experience will be even better. In the meantime, we would like to share some information about what has been going on around the railroad just as a reminder.

Lots of information about the NGLS is available on our website: <https://northgeorgialivesteamers.org/> From our calendar of dates you can ride, to workdays, to info about joining the club is at your finger tips.



We are in need of engineers and conductors. No experience need just an interest in having fun. For more information contact Bill Leahy for additional details.

This year has been an interesting year in so many ways. For our club and railroad, it has been an extra busy year which has produced more than 30 workdays so far. This past July marked 10 years since the first sections of track were laid along with some of that very track being modified almost 10 years to the day later. By the end of October nearly 1,500 volunteer hours had also been logged.

To satisfy insurance requirements, anyone that rides the railroad will have to sign a release. NGLS is a 501 (C) (3) non-profit organization dedicated to the promotion of railroad education and history. Donations are tax deductible. Because of insurance and operating costs it is necessary to charge \$3.00 per person per ride on the railroad. Cash Only. Must be 18 months or older to ride on the railroad. We also can not allow expectant mothers to ride on the railroad at this time.

North Georgia Live Steamers invites NEW members who are interested in working with the miniature railroad. Membership includes use of club facilities, track, and equipment. See the website for membership details.

Our mailing address is:

North Georgia Live Steamers
P.O. Box 1809
Conyers, GA 30012

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North Georgia Live
Steamers Inc.**

When you shop at **smile.amazon.com**,
Amazon donates.

[Go to smile.amazon.com](https://smile.amazon.com)

amazonsmile

**SUPPORT US
THROUGH**

Kroger

**community
rewards**

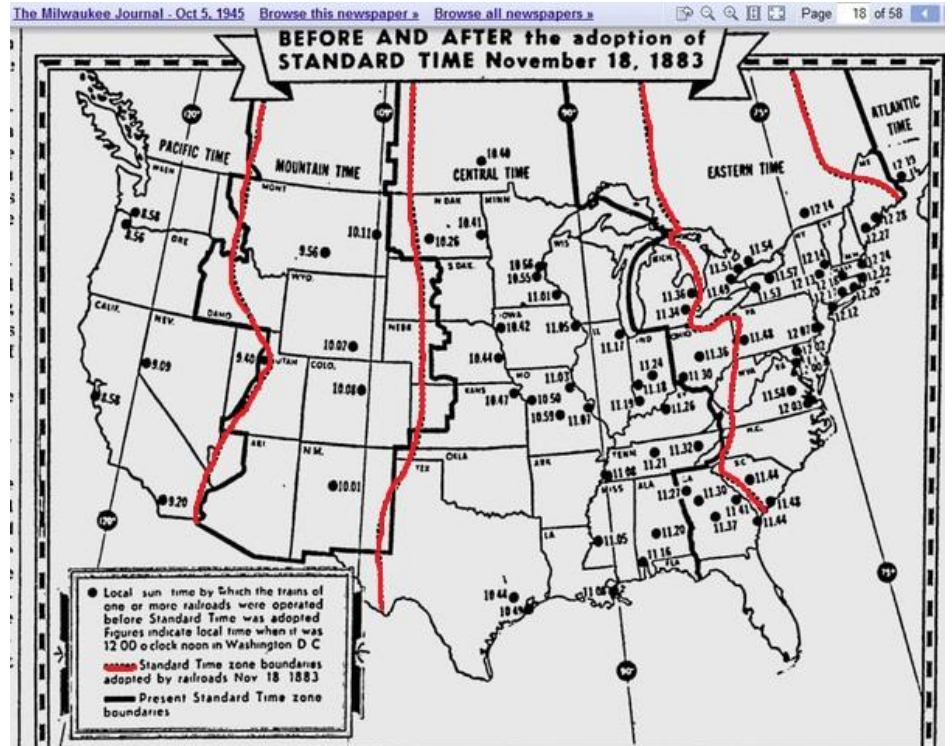
Georgia's Time Zone

Georgia was in the Central Time Zone when first established.

Time Zones and Time Changes

The railroads gave us standardized time zones. "Time" for quite some, er,..... time, was based on the position of the sun. Cities set their town clocks by measuring the position of the sun at noon, but every city would be on a slightly different schedule from East to West, and even North to South.

Britain adopted a standardized time system in 1847, mainly pressured by the railways. This made, for the first time, scheduling somewhat accurate arrival, departure, and connection times possible. The Great Western Railway was the first to adopt "London time", in November 1840. Other railways followed suit. The Railway Clearing House recommended that GMT be adopted at all stations as soon as the General Post Office permitted it.



It took nearly 40 more years before the United States accept standardization. After years of lobbying for standardized time, representatives from all the major U.S. railroads met in October, 1883, for what became known as the General Time Convention. They adopted a proposal that would establish five time zones spanning the country: Eastern, Central, Mountain and Pacific.

Yes, the plan originally called for a fifth time zone, the Intercontinental. It was re-introduced years later as Atlantic Time. At noon on November 18, the U.S. Naval Observatory sent out a telegraph signal marking 12:00 pm ET, and railway office in cities and towns across the country calibrated their clocks accordingly.

It was many years before standard time was actually used by the people themselves. Detroit kept local time until 1900. Standard time in time zones was established by U.S. law with the Standard Time Act of 1918. Congress adopted the time zones set up by the railroads, and gave the responsibility to make any to the Interstate Commerce Commission. Time zone boundaries have changed greatly since their original introduction and changes still occasionally occur. It also instituted new "daylight savings time" designed to conserve resources for the World War I war effort.

The idea of daylight saving was first conceived by Benjamin Franklin in 1784, in an essay, "An Economical Project". The idea was advocated seriously by London builder William Willett (1857-1915) in the pamphlet, "Waste of Daylight" (1907). He proposed advancing all clocks 20 minutes on each of four Sundays in April, and retarding them by the same amount on four Sundays in September. Aren't you glad that proposal was not adopted?

World War I saw the introduction of "daylight savings time", in an effort to conserve fuel needed to produce electric power. After the War ended, the law proved so unpopular that it was repealed in 1919 with a Congressional override of President Wilson's veto. Daylight Saving Time became a local option, and was only continued in a few states. During World War II, President Franklin Roosevelt instituted year-round Daylight-Saving Time, called "War Time," from February, 1942 to September, 1945. Although it officially ended, many states and localities determined on their own whether to continue its use.

In the early 1960s, observance of Daylight Saving Time was quite inconsistent, with a hodgepodge of time observances, and no agreement about when to change clocks. The Interstate Commerce Commission rallied the general public's support, and time uniformity was accomplished, but only after the committee discovered and disclosed that on a 35-mile stretch of highway (Route 2) between Moundsville, W.V., and Steubenville, Ohio, travelers had to endure seven time-changes!

Time Travel Occurrences and Anecdotes

In the U.S., Arizona does not observe Daylight Saving Time, but the Navajo Nation (parts of which are in three states) does. However, the Hopi Reservation, which is entirely surrounded by the Navajo Nation, doesn't observe DST. In effect, there is a donut-shaped area of Arizona that does observe DST, but the "hole" in the center does not.

The Twin Cities of Minneapolis - St. Paul are considered a single metropolitan area. In 1965, St. Paul decided to begin its Daylight-Saving Time period early to conform to most of the nation, while Minneapolis felt it should follow Minnesota's state law, which stipulated a later start date. The cities could not agree, and so the one-hour time difference went into effect.

AM radio signals propagate much further at night than during the day. During daytime, more stations in neighboring areas can broadcast on the same frequency without interfering with each other. Because of this situation, there are hundreds of stations licensed to operate only during the daytime. Daylight-Saving Time affects the bottom line of these daytime-only radio stations: During parts of the year, they lose their most profitable time of day--the morning drive time. The gain of an hour of daylight - and thus broadcast time - in the evening does not fully compensate for the morning broadcasters.

To keep to published timetables, trains cannot leave a station before their scheduled time. So, when the clocks fall back one hour in October, all Amtrak trains in the U.S. that are running on time stop at 2:00 a.m. and wait one hour before resuming. In the spring, Daylight-Saving Time causes trains to automatically become an hour behind schedule.

Time differences and daylight-saving time have caused a variety of unexpected incidents over the years. In California, a Chevrolet Blazer packed with teenagers struck the median of a street and flipped over, tragically killing one teen and injuring several others. The teen driver, fighting charges of felony vehicular manslaughter, claimed that the street was dangerously wet and unsafe due a lawn sprinkler system. The landscaper responsible for the computerized sprinklers testified that the sprinklers were set to come on more than fifteen minutes "after" the fatal accident. The outcome hinged on whether the sprinklers' timer had been adjusted for a recent Daylight-Saving Time change, for without the DST adjustment, the sprinklers had close to 45 minutes to make the road slick.

A man, born just after 12:00 a.m. DST, circumvented the Vietnam War draft by using a time loophole. When drafted, he argued that standard time, not DST, was the official time for recording births in his state of Delaware in the year of his birth. Since he was actually born on the previous day, and that day had a much higher draft lottery number, he avoided being drafted.

While twins born at 11:55 p.m. and 12:05 a.m. may have different birthdays, Daylight Saving Time can change birth order -- on paper, anyway. During the time change in the fall, one baby could be born at 1:55 a.m. and the sibling born ten minutes later, at 1:05 a.m. In the spring, there is a gap when no babies are born at all: from 2:00 a.m. to 3:00 a.m. In November 2007, Laura Cirioli of North Carolina gave birth to Peter at 1:32 a.m. and, 34 minutes later, to Allison. However, because Daylight Saving Time reverted to Standard Time at 2:00 a.m., Allison was born at 1:06 a.m.

In 1999, the West Bank was on Daylight Saving Time while Israel had just switched back to standard time. West Bank terrorists prepared bombs and smuggled them inside Israel to fellow terrorists. The in-country misunderstood the time setting on the bombs. As the bombs were being planted, they exploded one hour too early, killing three terrorists instead of the intended victims.

Patrons of bars that stay open past 2:00 a.m. lose one hour of drinking time on the day when Daylight Saving Time springs forward one hour. This has led to annual problems in numerous locations, especially in college towns where disagreements have led to riots. For example, at one "time disturbance" in Athens, Ohio, site of Ohio University, over a thousand students chanted "Freedom," as they threw liquor bottles at the police attempting to control the riot. Sound familiar?

Following the 1973 oil embargo, the U.S. Congress extended Daylight Saving Time to 8 months, rather than the normal six months. During that time, the U.S. Department of Transportation found that observing Daylight Saving Time in March and April. saved the equivalent in energy of 10,000 barrels of oil each day - a total of 600,000 barrels in each of those two years.

In 1986, Daylight Saving Time moved from the last Sunday in April to the first Sunday in April. No change was made to the ending date of the last Sunday in October. Adding the entire month of April to Daylight Saving Time is estimated to save the U.S. about 300,000 barrels of oil each year. Beginning in 2007, Daylight Saving Time commenced on the second Sunday in March and ended on the first Sunday in November, thereby saving even more oil.





TrainMaster Models

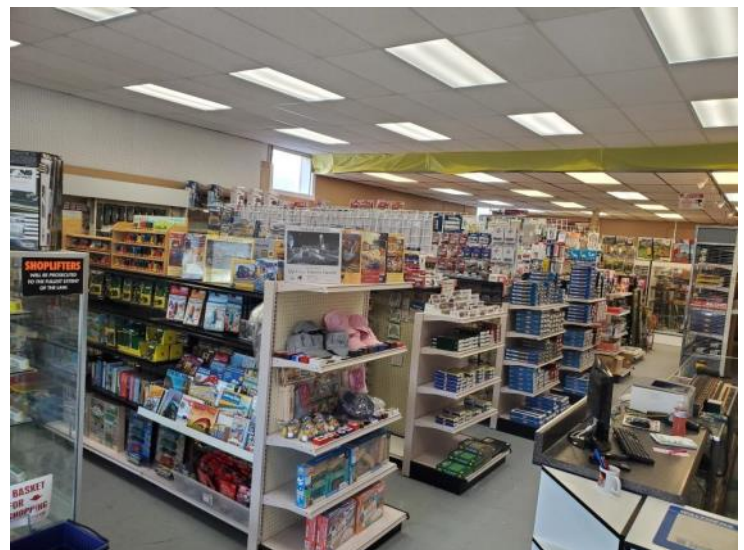
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Thursday through Saturday
11am-6pm
Sunday through Wednesday
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We Are Open !!



Yard Hostler

Piedmont Pilgrimage; Thanksgiving Food Fest; Decorations drug out of the closet and Christmas trees, lights and all the trimmings. Gotta love this time of the year. Got your letter to Santa written yet? Better hurry or that Road name might not be available. Do you expect coal this year? If it's delivered in a 2020 Convention Car then its not so bad. And just what are you planning for the work bench this winter? Did you sign up for next year's Hosting? So much to do and trying so hard to stay off the naughty list. Did you hear what the Southeastern Railway Museum in Duluth got for a Christmas present? I'll tell you about it in next month's Gazette. Hope you have a great finish to this somewhat crazy year, and that we get off to a wonderful Happy New Year !!!

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