

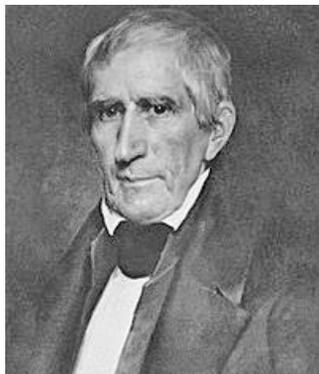


# GGRS Gazette

## February, 2021

Official Newsletter of the Georgia Garden Railway Society

### President's Message

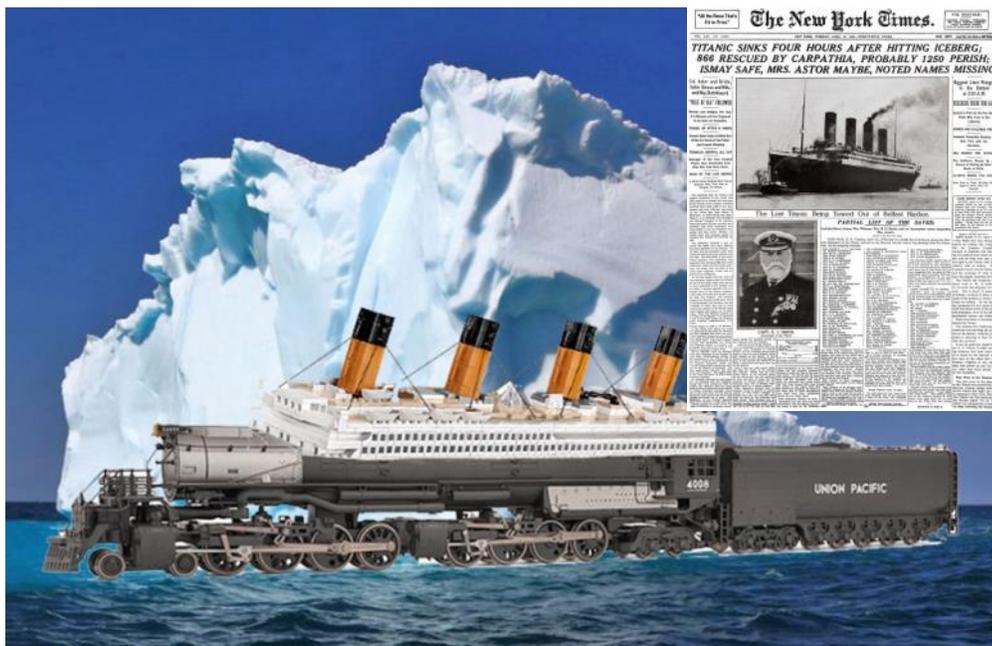


President William Henry Harrison

*"My message is simple. Don't give the longest inauguration speech in history in a cold driving rainstorm while refusing to wear a coat. Makes for a short term as president."*

*Perhaps YOU would like a short term as the GGRS Pres. and fill this slot with more meaningful info. But take Willie's advice and keep it sort-a Short-N-Dry. [Editor]*

## What links are there between Railroads and the Titanic ?



### In This Edition

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*I figured cold weather called for a cold topic, and what could be colder than trying to swim the frigid waters of the North Atlantic? .....[Editor]*

As means of transportation, railways and shipping lines would often terminate ending one and starting the other at a single point. Union Station is named as such in many locations. In fact, many companies were invested in both shipping and railways. Many Trans - Atlantic passengers of the doomed ship arrived at Riverside Railway Station (adjoining the Landing Stage) thru a direct Special Train Service via the London & North Western Railway.

A painting by the renowned European railway poster-artist of the time, Norman Wilkinson, hung over the mantelpiece in the smoking room of the Titanic. Wilkinson, being an acquaintance of the captain, had a tour of the ship just before her tragic maiden voyage.

Of passengers that boarded the ill-fated ship on the continent, a few had railroad ties (*pardon the pun*) in the U.S. Charles Melville Hays was president of the Grand Trunk Railway of Canada. He quickly rose through the ranks from clerk, through management, and became the General Manager of the Wabash, St. Louis and Pacific Railway. He later became Vice-President of that company and ultimate became General Manager of the Grand Trunk Railway (GTR) of Canada.

Hays is credited with the formation of the Grand Trunk Pacific Railway (GTP), a dream he had to create a second transcontinental railroad within the borders of Canada. The Pacific end point was at Prince Rupert, a location much closer to Asia and should have been competitive, had he lived long enough to make everything work out. Hays was reported to have made

*Continued page 2*



Charles Melville Hays

a prophetic remark on the evening of the disaster. He condemned the way the steamship lines were competing to win passengers with ever-faster vessels, and commented, *"The time will come soon when this trend will be checked by some appalling disaster."* His body was one of those recovered, and he was buried in Montreal. Only in recent years, has Prince Rupert become a port of call for Asian container trade, and the port is expanding. It is serviced by Canadian National.

The railroad car in which Hays' body was transported back to Montreal is preserved at the Canadian Railway Museum, near Delson, Quebec. There is a statue of him in Prince Rupert, and the city of Melville, Saskatchewan, is named after him, as is the village of Haysport, British Columbia. Prince Rupert has only recently become, under Canadian National, a thriving container port, fulfilling Hays' dream.

The New York, New Haven and Hartford Railroad had become the dominant railroad of southern New England at that time. As independent rail lines turned into regional rail systems, parent companies like the New Haven caught the attention of Wall Street bankers. Bankers like J.P. Morgan, a Hartford native. Charles S. Mellen, a self-made railroad manager became the New Haven's president in 1903, and he and Morgan pursued a monopoly of the New England rails.

Morgan reorganized railroads, created agreements between the New York Central Railroad and the Pennsylvania Railroad, minimizing a potentially destructive rate war and rail-line competition between the two. He reorganized major railroads stabilizing their financial base, and through corporate restructurings, became a member of the board of directors of many railroads, thereby amassing great influence on them.

Charles M. Hays, as president of the Grand Trunk Railroad held little regard for Mellen, and was determined to use his power over the Central Vermont – the one major railroad in New England that the New Haven did not control - to challenge Mellen in his own territory. Following the disaster of the sinking of the Titanic, and Hays' death, Edson J. Chamberlin, a long-time friend of Charles Mellen, was chosen to replace Hays as president of the Grand Trunk. Within months, even with roadways graded and some bridges already built, work on the new rail line ceased. Mellen and Chamberlin were soon indicted by a federal grand jury for violation of the Sherman Act, and a full investigation began of the New Haven's finances by the Interstate Commerce Commission. This resulted in an anti-trust lawsuit by the federal Department of Justice. The New Haven agreed to sell its most controversial assets, and the once mighty New Haven slipped into bankruptcy. So it seems the Titanic played a part in sinking a railroad as well.

J.P. Morgan, interestingly enough, was supposed to accompany the Titanic on her maiden voyage but took ill. He was not aboard, but died shortly afterwards in 1913. Another railroad connection, Alfred Gwynne Vanderbilt, the multimillionaire sportsman, and heir to the Vanderbilt shipping and railroad empire, was returning from a trip to Europe but cancelled his passage on the Titanic as well. This transaction was so late in happening that some early newspaper accounts listed him as being on board. Vanderbilt lived on to become one of the most renowned casualties of the sinking of the Lusitania only three years later.

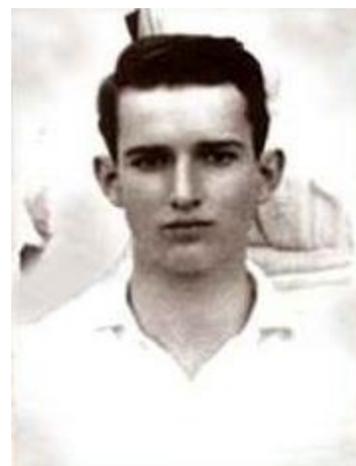
A Pennsylvania Railroad Company vice president, John Borland Thayer II, was an American businessman who had a thirty-year career as an executive with the Pennsylvania Railroad Company. Thayer was traveling on the Titanic with his wife and son following a trip to Berlin. After the ship struck an iceberg, Thayer made certain that his wife and their maid boarded a lifeboat. His wife reported seeing Thayer looking "pale and determined" on deck before the ship sank. Thayer's body was never found. His son, Jack, however, survived by diving into the water and swimming over to an overturned lifeboat.



The relationship between the railroad man William Rice is a little more circuitous. William and his 19-year-old bride Margaret emigrated from Ireland to New York where Rice found employment with a railroad. In 1902 William Rice transferred to Montreal to work as a shipping clerk for the Grand Trunk Railway, managed by Charles Melville Hays. The Rice family moved to Spokane in 1909 where William went to work for the Great Northern Railroad as a machinist.

*Continued page 3*

John Borland Thayer II and his son, Jack



At the railroad yard in Hillyard, William was underneath a tank car making repairs when it was struck by another train car. Soon afterwards, William Rice succumbed to his injuries.

Margaret received a substantial settlement from the railroad, enabling her to return to her family in Athlone, Ireland. Since Margaret Rice owned property in Spokane, she decided in the spring of 1912, that her children would fare better living in the United States and made plans to return. She booked third class passage aboard the Titanic. Mrs. Rice was seen standing on the boat deck clutching her youngest son to her breast, with the other boys holding on to her skirts. The entire family was lost and only Mrs. Rice's body was recovered.

On April 17, the Halifax-based Cable Steamer Mackay-Bennett set sail with a minister, an undertaker and a cargo of ice, coffins and canvas bags. She spent five days recovering 306 bodies, 116 of which had to be buried at sea. She was relieved by the Minia, which had been at sea when the Titanic sank, but returned to Halifax in order to collect necessary supplies. After eight days of searching, the Minia was only able to find 17 bodies, two of which were buried at sea. The CGS Montmagny recovered four bodies, one of which was buried at sea. The remaining three victims were brought from Louisbourg, Nova Scotia to Halifax by rail. A fourth and final ship in the recovery effort was the SS Algerine, which found one body, which was shipped to Halifax on the SS Florizel. Only 59 of the bodies placed in the morgue were shipped out by train to their families. The remaining victims of the Titanic were buried in three Halifax cemeteries.



Trains had a significant impact on survivors of the sinking as well. Helen, a 4-year-old, was thrown overboard as Titanic sank. Someone caught her, and she survived the night, although her parents perished. With the other Titanic survivors, Helen arrived in New York, where she was placed in an orphanage. James P. Delaney, a Council Bluffs locomotive engineer for the Chicago, Burlington & Quincy Rail Company (now BNSF), and his wife adopted the girl after she arrived in Council Bluffs, Iowa via an orphan train sometime in the mid to late 1910s.

Orphan trains brought thousands of children to the Midwest. Children on these orphan trains ranged in age from 6 to 18. Approximately 30,000 children were homeless in New York City and they shared a common grim existence. A young minister named Charles Loring Brace believed that by removing some of these children from the poverty of the city and placing them with Christian farm families, these children could have a chance of escaping a lifetime of suffering.

Brace founded the Children's Aid Society and proposed that these children be sent by train to live and work on farms out west. They would be placed in homes for free but they wouldn't be indentured. Children like Helen boarded westbound trains in groups of up to 40, and were accompanied by two agents from the Children's Aid Society. Advertisements appeared in newspapers along the route in advance of each orphan train's arrival. When the trains stopped, the children were paraded in front of the crowd and took turns giving their names, singing a song or "saying a piece."

The Children's Aid Society ensured the children were well cared for. Families applying to take children had to be endorsed by respected community members. Representatives from the society would visit each family once a year to check on conditions, and children were expected to write letters back to the society twice a year.

The Orphan Train Movement, which lasted from 1853 to 1929, placed nearly a quarter of a million children in new homes across the country. This ambitious, unusual social experiment is now recognized as the beginning of the foster care concept in the United States.



The Titanic had quite a large cargo hold for the lucrative Trans-Atlantic market. A 4 - 5 day delivery from Europe to the docks of New York City was most appealing. Cargo onboard the Titanic included 300 cases of shelled walnuts and sardines, 630 cases of Champagne, French cheese, over 1,100 bags of potatoes, mercury, 250 cases of olive oil, a hold of rough oak beams, a shipment of grandfather clocks and a new Renault 1912 automobile. There was a lot of food on the Titanic. For example: 75,000 pounds of fresh meat, 11,000 pounds of fish, 7500 pounds of bacon and ham, 40,000 eggs, 2,000 pounds of coffee, 800 pounds. of tea, 10,000 pounds of sugar, 200 barrels of flour, 16,000 lemons, 1500 gallons of milk, over 450 gallons of ice cream, 6000 pounds of butter, 7000 heads of lettuce, 50 boxes of grapefruit and 40 tons of potatoes. In addition to all of this cargo, there were literally hundreds of tons of coal and bags of mail for delivery to the United States.

So how was the White Star Line going to move all this cargo to and from the dock at the White Star Pier in New York City? There was a freight line with contractual obligations with the White Star company. White Star purchased and had specially painted Boxcars to be at the piers and transport both the arriving and departing cargo. (*An HO replica of an actual Titanic boxcar was made by TCA E-Train Magazine.*) The White Star company, due to the nature of the catastrophic disaster, had to work fast and make immediate changes to the boxcars which were sitting at the pier waiting for the Titanic to dock.



## Wanna Buy a railroad ??

.....by John Lees

The year is 1885, New York Central Railroad was in the market for passengers and shipping while its competitors were driving horses or sailing ships. The government was assisting in the construction of railroads. At this point in time, railroads had few real competitors. Ford Motor Company was not in business, yet, and the first air flight was about 10 years in the future. New York Central had created a short-line Railroad.

I purchased this old mortgage bond because it had a steam engine on it. Later, I noticed the maturity date.



If this had not been surrendered, there would still be 341 years until maturity. My mind can hardly comprehend the reasoning behind this. When it was issued, there were no airplanes, no automobiles, and no interstate roads. Rail had to be the answer, forever. If you did not live on a sea coast, rail was the best choice, and possibly, the only choice for shipping.

*Old Bond Certificates are available for sale on eBay and elsewhere. Some are more rare than others, but none are worth their face value.*

A few years ago, the city of Grand Rapids, Mich., put some old railroad bonds on sale in the gift shop of its local museum. The bonds, issued in 1873 by the Chicago, Saginaw & Canada Railroad Co., were priced at \$22.95 each, plus tax. Impressively engraved, they were in unusually good condition. They were packaged with a nifty history of the railroad, a colorful if short-lived product of the Gilded Age. The bonds weren't a big hit -- until some energetic promoters, including one who called himself Sloan duPont, got their hands on them.

Mr. duPont claimed he was, among other things, of the Delaware du Ponts, the chemical tycoons. He and others pushed the bonds as an exotic investment vehicle. Investors were told the bonds had never been redeemed and were now worth tens of millions of dollars.

Investigators from the Securities & Exchange Commission and U.S. Attorney's offices in Oklahoma City and Cheyenne, Wyo., are still piecing together exactly what ensued. But they say that hundreds of people, ranging from college students looking to pay tuition, to retirees trying to build nest eggs, were sucked into the scheme. In all, authorities estimate, investors lost at least \$12 million, and possibly twice that.

## Where In The World Is... ..our next train ride?

By Ted Yarborough

I, too, am seeking the answer to this question. Maybe you can help. Look over the suggestions below, and after serious consideration, please email your thoughts to [yarbrought@charter.net](mailto:yarbrought@charter.net). I look forward to a train ride in 2021 just as much as all of you. Please understand that with Covid restrictions still in place, the trip would have to be scheduled for late summer or early fall. Most tourist railroads have not released their 2021 schedule or prices, so the fees shown are based on last year's cost.

The Tennessee Valley Railroad is a favorite of our club, having chartered a private car on all day excursions a couple of times, ridden a double header to Georgia, taken the Christmas dinner train and regular dinner train, and a couple of trips on the Hiwassee River excursion.

For 2021, I would suggest one of the dinner trains. This unique opportunity allows patrons to enjoy not only a railroad excursion but also fine dining while the train travels along the rails. Ticket includes a chef prepared three-course meal in a vintage dining car or Pullman car. Trains depart from Chattanooga Grand Junction Station at 4119 Cromwell Rd, Chattanooga, TN 37421 on select Friday and Saturday evenings, traveling at a leisurely pace through portions of urban Chattanooga, passing Warner Park Zoo and Chattanooga National Cemetery. The train travels about seven miles from the depot and then returns along the same route, taking about two hours overall. All dinner trains are powered by diesel. Prices start at \$70.00.

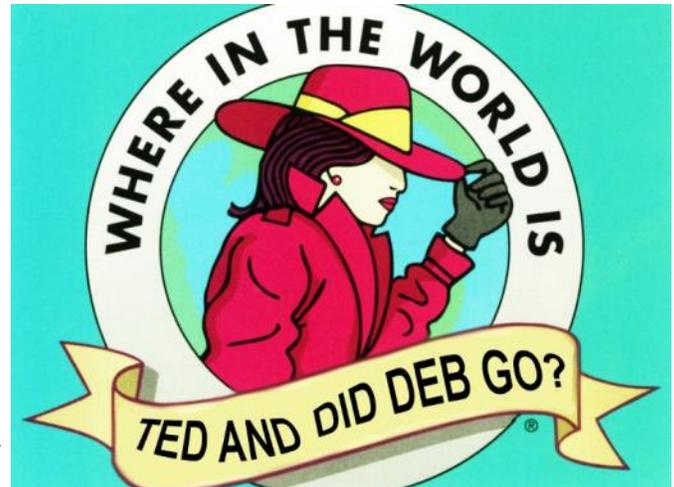
The Sam's Short Line Railroad is another option. Our group has not taken this before, but I have taken this trip years ago and found it to be a nice train ride. This all-day excursion will travel from downtown Cordele, Georgia through the flat farm lands and pecan orchards of southern Georgia to President Jimmy Carter's hometown of Plains, GA. Time is allocated for exploration of the Jimmy Carter National Historic Site Museum, the train depot Campaign Headquarters and the Billy Carter Service Station and Museum, to shop retail stores on Main Street and sample the awesome peanut butter ice cream before returning to Cordele by train. All trains are powered by diesel. Tickets start at \$40.00 and do not include any food service.

The Great Smoky Mountain Railroad operates out of Bryson City, North Carolina. The GGRS has taken several trips and they have always been popular and sell out. We have rented a caboose, taken a photo special, and last year traveled in the open car. While riding this steam train you will enjoy breath-taking scenery as we go chugging through Western North Carolinas' diverse setting on this roundtrip excursion on the Nantahala Gorge route that travels over the historic Fontana Trestle across Fontana Lake and into the beautiful Nantahala Gorge! Onboard dining is included for first class in luxury passenger cars making a unique moving dining experience! Prices start at \$113.00 for steam train.

The GGRS travelled several years ago to Cass, West Virginia to experience geared steam locomotives. Cass Scenic Railroad is the same line built in 1901 to haul lumber to the mill in Cass. Locomotives are the same Shay locomotives used in Cass during that time, and in the rainforests of British Columbia for more than a half-century. Many of the passenger cars are old logging flat cars that have been refurbished. The trip to Bald Knob takes approximately 4.5 hours to complete the 22-mile round – trip. The train climbs 2,390 feet from Cass to Bald Knob, the second highest point in West Virginia. Here are found spruce trees, snowshoe hares and other plants and animals typical of the far north. The rustic overlook affords one of the most awesome, overwhelming spectacles in the east. Dwarfed by distance and almost lost in the vastness of the panorama is the giant Green Bank Telescope, the world's largest fully steerable radio telescope. A remarkable contrast between the wilderness at Bald Knob and today's space-age facilities! A "King of the Road" hobo lunch is provided to enjoy with your ride as well. Cass Scenic Railroad is an unforgettable experience for the whole family. Tickets start at \$65.00. As a side note, there is no cell service in the entire Cass area because of the radio telescope. Within an hour of Cass, you can also ride the Durbin Rocket steam train from Durbin, WV along with a couple of diesel-powered options out of Elkins, West Virginia.

The Western Maryland Scenic Railroad has just completed restoration of Chesapeake & Ohio Railway steam locomotive no.1309, the east coast equivalent of the famous 'Big Boy' locomotive. Constructed in 1949 by the Baldwin Locomotive Works, locomotive no.1309 was built to handle the railroad's heaviest coal trains throughout Kentucky and West Virginia. It was retired in 1956. The locomotive will become an outstanding tourist attraction, operating trains between Cumberland and Frostburg, MD. It will be the largest operating steam locomotive of its type in the world. This info was shared recently by Trains magazine. Western Maryland Scenic Railroad anticipates excursions in 2021 but there has been no info about specific dates or ticket cost at this time.

I have provided several possibilities above. Yes, there are others such as Blue Ridge Scenic, Stone Mountain Park Railway, Tennessee Central Railway, Old Kentucky Dinner Train, and Big South Fork Scenic Railway, but let's look at the ones shared above for 2021. So, which one would you like to take? I am interested to hear from you. Watch for the announcement regarding the 2021 1:1 scale train excursion in future issues.



## Track Warrants

Want to become a host for this year? Now is the time to think about, and select the month you would like to reserve. First come, first choice of month. This 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	Currently still on schedule
GGRS May Meeting	Ted Yarborough Chatsworth, GA	May 29, 2021	In Planning Stage
36th National Garden Railway Convention	Gaylord Opryland Resort, Nashville, TN	May 30 - Jun. 5, 2021	Ngrc2020.com
The Model Train Expo	Chatsworth Depot	Sep. 11, 2021	Outdoor Display
GGRS Member Hosted Meeting ??	Your Layout ??	2021	Plan Now!

The year 2020 has had a tremendous impact on everyone. As we are still in the midst of the pandemic, we are **cancelling** *Trains, Trains, Trains!* scheduled for late January 2021. Please know that this was a difficult decision as *Trains, Trains, Trains!* has become a Southern Museum tradition, having celebrated its tenth year in 2020. However, we simply cannot risk your well-being (many of you travel from out of state to attend each January) or our visitors for such a large

indoor event.

For the sake of our membership we will be hosting a small, **museum members only** event called **Model Railroading Fun** on January 29-30. This will consist of the museum staff assembling a few small safely distanced viewable train layouts for members in the Jolley Education Center. This miniature event is in no way intended to replace or replicate *Trains, Trains, Trains!* In the meantime, we will begin planning for an even better and larger *Trains, Trains, Trains!* for January 2022! As always, we welcome your suggestions. Feel free to contact me. Please stay safe.

Sincerely,  
**Dr. Richard Banz**  
 Executive Director, Southern Museum and Kennesaw Museum Foundation

**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](http://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](http://www.swamprabbitexpress.org) Dave Winans, Convention co-chair



# Gandy Dancers

Highlighting Members and their work

## Theme for the Month - Cold Weather Projects

Members were asked to send in their 2021 cold weather projects.



I have several buildings that are in need of "minor" repairs. Looks like this will be my indoor project this season. - Russ Bundy



My winter project has been collecting (over the years of Prescriptions) the little canisters of silica gel inserted into medications, vitamins, and supplements. These are almost the right size for G scale oil cans, grease tubs, and really require very little work. - Emil Decker



- 1) Save them up.
- 2) Paint the top and bottom a silver color.
- 3) Create labels that wrap around the circumference. Images of old petroleum cans are all over the internet. Just google the ones you want to use. Trial & error or do the math on size.
- 4) Cut and glue the labels onto the cans.
- 5) Seal with dulcote to protect the paper wrap against weather, or replace as needed.



With the Colorado Railroad Museum completing restoration of Rio Grande Southern 4-6-0 in August of 2020, I decided I would try to recreate the loco in G-Scale. I started with a Bachmann 4-6-0 RGS #25. I changed the cab to the wood style, changed road numbers and added other lettering to cab bottom. Hungry boards were added to tender as was an air tank. Spark arrestor was made from hummingbird feeder bee guard. While not an exact replica, I enjoyed the project. Compare the two photos.

- Ted Yarborough

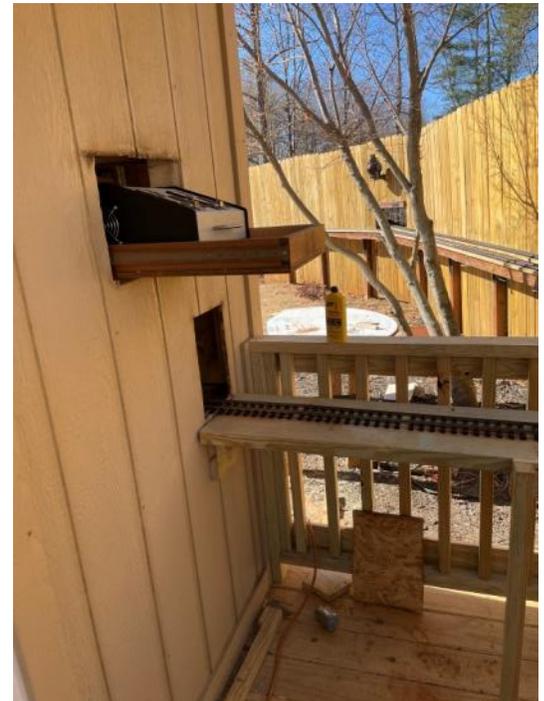


Working on my shop. It was totally in disarray; added new shelves. Just reorganized so I can move around. - James Robinson

**Who was Frederick Methvan Whyte and what was his contribution to railroading?**

**Answer on page 15.**

Most folks tend to do indoor cold weather projects during the winter. Not John Lees. If you were at the Fall meeting conducted at his Caboose / backyard, you will now notice a new addition. Inside wrap around storage, while the back / front ? porch faces the fence-line railway and provides a covered area for train operations.





Another outdoor project. Physical upgrades in several places that experience washouts. I have a couple areas that are raised from grade level. The ballast slides down the side and the track goes out of level. I've been building retaining walls that hold the ballast at track level. - Russ Bundy



Last issue, Pam Williamson shared a project which prompted this issue's theme..... How's that station staircase renovation coming Pam?

I bought a G scale 44 ton switcher on e-bay which will be converted to the USAF engine I had under my command at Otis AF Base. The model arrived "used", and quite surprisingly will require a lot of additional work replacing hand rails, foot boards, horn, interior cab detail, etc!

May need some help getting decals to include the correct lettering style and AF symbols. We used the engine to move coal and jet fuel for many years until the base was reorganized. The Bay Colony Railroad bought the engine, mobile RR crane and all our misc. equipment. It does have sound which I hope can be matched to the actual sounds I remember hearing while running the real engine. - Norm Lundin

Sorting out and identifying G Scale parts to put up for sale! Got the first batch done. - Scott Griggs (Trainz.com)

We were afraid painting masks on our little people would ruin them for 2024 when the pandemic is finally under control. So Ginny is sewing small masks that can easily be removed (except for the chief engineer who refuses to wear one). Otherwise, my winter project is removing more trees! I have a new stretch of track for our circus extension which we hope to put into use this spring. - Terry Manning



Here's a hint of what's being worked on. Can you guess what it is? Or more correctly put, what it will be? We'll compare your responses next month with completed project pics, hopefully. Stay safe and be well. - Dennis Bass

So yeah..... Send in your guesses. A prize to the one who guesses most correctly. [Editor]

# Highballing down the Track

Hindsight is...

# 2021!



## 2021 National Garden Railroad Convention Update

May 30 to June 5, 2021 Nashville, TN

Nashville Clinic Schedule (So far, it appears the schedule is the same each day.)

Wednesday June 3, 2020		
	Room 1 TBD	Room 2 TBD
2:00 - 3:00 pm		
3:00 - 4:00 pm	<b>Women's Clinic:</b> Introduction to Scrapbooking to Preserve Garden Railroad Memories, Kathy Winter, <i>Stampin' Up!</i> (12 people limit, \$25 fee)	Low Maintenance Garden Railroads, Paul Race
4:00 - 5:00 pm		High Reliability Garden Railroads, Paul Race

Friday June 5, 2020		
	Room 1 TBD	Room 2 TBD
8:00 - 9:00 am	<b>Make &amp; Take:</b> Roadside billboards, John Meyers, <i>SG Models</i> (15 people limit; \$ 25 fee)	Adding batteries and radio control to trains, Don Sweet, <i>Remote Control Systems of New England</i>
9:00 - 10:00 am		Tools and Techniques for scratch modeling, John Meyers, <i>SG Models</i>
10:00 - 11:00 am	<b>Make &amp; Take:</b> Railroad yard machine shop, John Meyers, <i>SG Models</i> (15 people limit; \$40 fee)	Pruning shrubs to make scale trees, Nancy Norris, <i>Horticulture Editor Garden Railways</i>
11:00 am - Noon		Building structures with stone and cement, Glen Carlisle, <i>Stoneworks</i>
1:00 - 2:00 pm		3D Printing and Advances in 3D Printing, Steven Berneberg, <i>Spatial Applications</i>

Thursday June 4, 2020				Friday June 5, 2020		
	Room 1 TBD	Room 2 TBD	Room 3 TBD	Vendor Hall	Room 1 TBD	Room 2 TBD
2:00 - 3:00 pm	Three methods for scratching building wooden models, John Meyers, <i>SG Models</i>	Pruning shrubs to make scale trees, Nancy Norris, <i>Horticulture Editor Garden Railways</i>	Building structures with stone and cement, Glen Carlisle, <i>Stoneworks</i>	<b>Youth Clinic: Make and Take:</b> Building a Flat Car Load (\$35 fee for flat car)	<b>Make &amp; Take:</b> Whistle stop water tower, John Meyers, <i>SG Models</i> (15 people limit; \$30 fee)	LED Applications for Garden Railroads, Steven Berneberg, <i>Spatial Applications</i>
3:00 - 4:00 pm		3D Printing and Advances in 3D Printing, Steven Berneberg, <i>Spatial Applications</i>	Adding batteries and radio control to trains, Don Sweet, <i>Remote Control Systems of New England</i>			<b>Youth Clinic: Make and Take:</b> Decorating a wood building (\$15 fee for building)
4:00 - 5:00 pm	<b>Make &amp; Take:</b> A trackside shanty with crossing gate, John Meyers, <i>SG Models</i> (20 people limit; \$40 fee)	LED Applications for Garden Railroads, Steven Berneberg, <i>Spatial Applications</i>	Decorative Bridge Works, Kenneth Vogel, Northlandz			

# The Rip Track

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

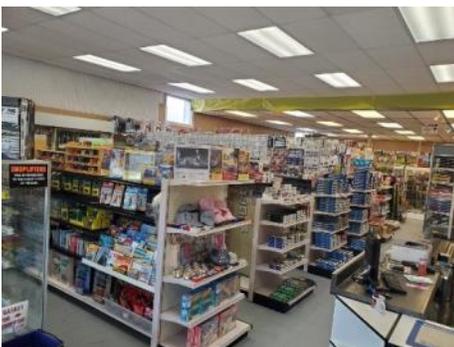
Members with Garden, Train, or other related items to sell (new or used) can submit their items for inclusion in "The Rip Track". Send information to the editor for the next issue. Items will run for a single issue, unless the editor is notified to repeat the item. (Quality photos appreciated) Members 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.)



1359 4th Avenue  
Auburn, GA 30011

Hours of Operation

Thursday through Saturday - 11am-6pm  
Sunday through Wednesday - Closed



## Start the New Year off with a new shirt

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.

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
							\$10.00
							\$18.00
							\$20.00
							\$22.00
							\$22.00
Name on Men's Shirt						(Specify Name)	\$5.00
Ladies	XS	S	M	L	XL	2XL	Price
							\$10.00
							\$20.00
							\$22.00
Name on Ladies shirt						(Specify Name)	\$5.00



### Train Installations, LLC

Woodstock, GA 30188

770-597-0038

dave@traininstallations.com

Check out our online store and updated website at [www.traininstallations.com](http://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**



**Here are a few before and after pictures of a small garden RR we managed to rehabilitate in one day after ten years out of service. What can we do for you ???**



**Hoping the New Year ROCKS ??**

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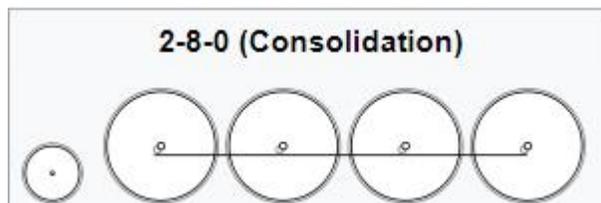
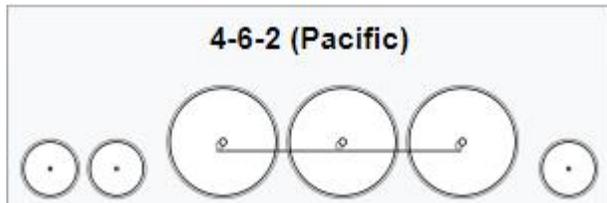
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## Frederick Methvan Whyte

Devised the Whyte notation, a classification method for steam, some internal combustion, and electric locomotives. It used wheel arrangement and came into use in the early twentieth century following a December 1900 editorial in American Engineer and Railroad Journal. While names like Hudson, Prairie, Consolidation, or Mogul were assigned, the Whyte notation counts the number of leading wheels, then the number of driving wheels, and finally the number of trailing wheels, numbers being separated by dashes. Pilots, drivers, and trailing wheels varied in purpose and size.



## Yard Hostler

So the new year has, so far, looked a lot like the old. Not going to get depressed or political. Spring is just ahead, and that means gardens, railroads, and good times. We are still looking for a president for the GGRS. Sign up for the rotation of railroad visits each month. I really want to come see yours. Plan with confidence, but we understand if an event has to be cancelled or postponed. Go ahead and sign up!

I was thrilled with the number of responses to this issues Gandy Dancer's theme. Just what was Dennis' project all about? Keep sending in your contributions to the theme of the month. In the next issue, our Gandy Dancer Section Crew is looking for *something that is NOT a railroad G scale item, but something you found and said, "Gosh, this is perfect for my railroad."* A lot of our layouts have modified OTHER stuff, so think, look, and most of all.....**SHARE!**

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