

GGRS

J u n e ' s

President's Message

We're Back - GGRS Meets June 20

Our membership is probably a microcosm of the national debate on dealing with the re-opening of America. Some will be reluctant to venture out and others will be anxious to get back on the road to normal. Fortunately, our hobby tends to be outdoor based and our yards will allow room for social distancing of some sort for those willing to host meetings and those interested in getting out. Thus, we are planning a meeting as scheduled in Peachtree City on Saturday, June 20. See details on the location and a preview of the layout on following pages.

(Continued on page 13)



Cumbres & Toltec

The 50th Anniversary season for the C&TS is starting Saturday, June 13th, 2020! One train each day!

The Cumbres & Toltec Scenic Railroad was originally constructed in 1880 as part of the Rio Grande's 3 feet narrow gauge San Juan Extension, which served the silver mining district of the San Juan mountains in southwestern Colorado. Inability to interchange cars with other railroads led the Rio Grande to begin converting its tracks to standard gauge in 1890.

The repeal of the Sherman Act in 1893 had a devastating effect on the silver mining industry, and traffic over the San Juan Extension failed to warrant conversion to standard gauge. In the decades that followed, the railroad was mostly stagnant.

A natural gas boom brought temporary prosperity to the line after the Second World War, but operations dwindled. The Interstate Commerce Commission granted the Rio Grande's request to abandon its remaining narrow gauge trackage in 1969, thereby ending the last use of steam locomotives for general freight service in the United States.

Most of the abandoned track was dismantled, but through the combined efforts of railway preservationists and local civic interests, the most scenic portion of the line was saved. In 1970, the states of Colorado and New Mexico jointly purchased the track and line-side structures from Antonito to Chama. Nine steam locomotives, over 130 freight and work cars, the Chama yard and maintenance facility were purchased for \$547,120 in 1970. The C&TS began hauling tourists the next year, and with few interruptions, have done so ever since.

In 1973, the Cumbres & Toltec was listed on the National Register of Historic Places. In 2012, the railroad was designated a National Historic Landmark, for its engineering, its well-preserved infrastructure and equipment, and the role of the railroad in the development of the region it served.

If you have not ridden on the C&TS, you are missing one of the best excursions available,...ever. Definitely put it on your list of "must rides". Maybe if you are planning on the Denver Convention in 2022, you can check it off then. Of course, this year, the 50th Anniversary, wouldn't be bad either.



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Photo by Emil Decker, during 2012 visit to Chama, NM.



The Next Whistle Stop

TEC Garden Railroad was reinvented as we relocated to a home with spacious yard that met our needs in retirement. Our goal has been to make the area accessible to everyone. We started with a section of the back yard that had been neglected, filled with weeds including briars and poison ivy. After some bush hogging and weed abatement, Tom and a friend started construction of a concrete block area raised 34 inches. It has been developed with town area and tunnel surrounded by ground cover along the track and miniature plants to resemble bushes and trees. The following year a wooden trestle system with two loops connects the original town. Within this area is an airport and small village with covered bridge and tiny mill set among various types of moss and flowering ground covers. This year we have traversed the width of the back yard with a series of through-arch bridges connecting



a loopback area to planter boxes displaying freight docks. Stonecrop and Heuchera plants are included. We have paused construction at this time to the halfway mark across the back-yard. We have many ideas that await a final choice of a new and different design. We look forward to a time for sharing our much-loved hobbies. - Tom and Eileen Conrad

[With a large yard and social distancing options for addressing the virus, we can schedule groups of up to 8 to attend in 1.5 hour increments such as 10-11:30, 11:30-1:00, and 1-2:30. Members should bring their own lunch if desired. Tom will provide individual drinks. He has seating in the yard so members can meet separately in groups of 2 around the yard. I expect that attendance will be lower than usual, but here's an opportunity to get fresh air and sunshine, both good for the body and soul, and bad for the virus. Social distancing will of course be expected. Please sign up for the staggered time slots. I'm looking forward to this.

T. M.J

Track Warrants

Our next 1:1 scale train ride will be on first class cars with Great Smokey Mountains Railroad. Possibly August 2020, but due to the recent health concerns and advisory, could be later. Tickets will be around \$120.00 per person for the all day trip behind steam locomotive and includes lunch. Watch newsletters and emails for more info. See the video here:



<https://www.youtube.com/watch?v=7tOs0YNA7cc>

Ted Yarbrough

Event	Location	Date	Status
GGRS Member Hosted Meeting	910 Huntington Place Peachtree City, GA	Jun. 20, 2020	Tom & Eileen Conrad
GGRS Member Hosted Meeting	6845 Major Drive Cumming GA	Jul. 11, 2020	Juliet and Alan Foster
NMRA National Convention, St. Louis, Mo.	 CANCELED!	Jul 12, 2020	
GGRS Member Hosted Meeting	305 Town Creek Church Road Dahlonega, GA	Aug. 8, 2020	John & Marge Lees
Model Train Expo	Chatsworth Depot	Sep. 12, 2020	TBA
GGRS Member Hosted Meeting	8084 Allerton Lane Cumming, GA	Oct. 17, 2020	Phil & Barbara Jones
(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	Ngrc2020.com

Gandy Dancers

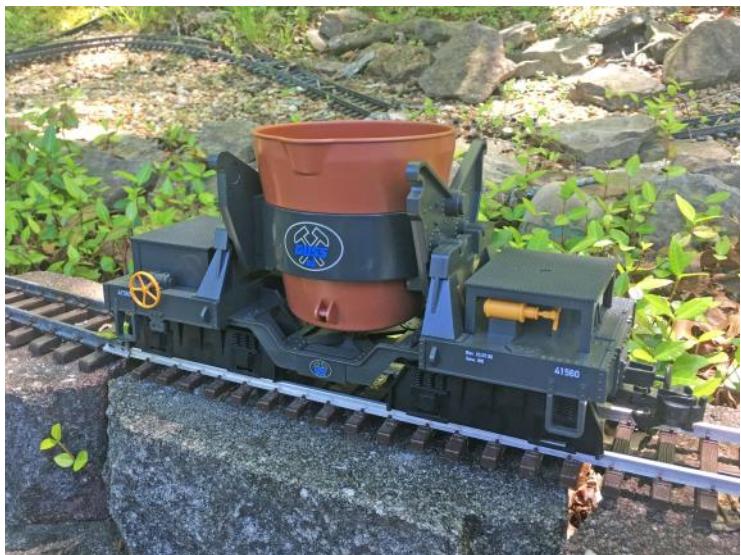
Highlighting Members and their work

Theme for the Month - Cars, Freight, or non-Loco units: *Members were asked to send in photos of their favorite non locomotive units. Here are some neat looks into the lives of your fellow modelers.*

I got this at one of the shows in Perry, GA. It was my first attempt at customizing a car. Added the figures hitching a ride and lightly weathered.
- Russ Bundy



I volunteered with Amtrak and the National Park Service for many years from Atlanta thru Birmingham to New Orleans and back, pointing out historic and cultural sites to passengers from the lounge car. Sloss Furnace National Historic Site in Birmingham, AL. was one site readily visible from the train. Visiting the site is awesome, and iron works became one of my favorite industries. When this hot metal / slag car below was spotted for sale at the Oklahoma National Convention, I scooped it up immediately. I plan to weather it....some day. - Emil Decker





Because Cedar Creek was designed as a tourist resort, our RR offers scenic rides. This open passenger car is patterned after cars run by the Colorado and Southern in the early 1900's. It's a kitbash using an LGB car as the donor.

- Scott Bundy



Bachmann Spectrum Series 'Gramps' tank car. This car is a Colorado narrow gauge specific car for D&RGW or RGS designated to haul oil from the wells in Farmington, NM to connect with standard gauge at Alamosa, CO.

Story goes that a grandfather was showing his grandkids his black tank cars in a railyard. One of the grandkids asked, "Gramps, which of these are yours?" Grandfather soon lettered a big 'Gramps' on the side of his so the grandkids could tell. - Ted Yarborough

Board of Directors

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At Large -	Emil Decker	eldecker@windstream.net

We got the cattle car and then decided we needed a cattle pen as well. - Terry Manning.





When we woke on Wednesday morning March 3rd all television channels were reporting that a Tornado had torn through Nashville during the night causing extensive damage. Having kept in touch with several NGRC members, after meeting them at the Atlanta Convention, we checked on our NGRC friends. All said they were fine. The two exceptions were Ken Miller who stated he was fine but Mt. Juliet had taken a direct hit and he had a lot of damage. The second was Fiddlers Grove, at that time no one had been out to the Grove to evaluate the damage.

The NRGC Convention Committee went out to Ken's house to access the damage and to offer a helping hand. Roy spoke with the committee that night to get a damage assessment and was told there was no damage to the house but trees were down all over the place and there was major damage to railroad. Fortunately, there was no damage to the trains.

The next day we headed to Mt. Juliet, TN with chain saws and logging chains to offer assistance. We spent the next three amazing days running chain saws, dragging limbs to the burn pile and dragging logs out of the creek.

There were so many unexpected surprises. A local Baptist church dropped off bagged lunches. It was the best turkey sandwich I've ever eaten; I even ate the bread. All of a sudden, a huge John Deere tractor with a cab was in the yard. No one seemed to know the driver; it turned out the Mt. Juliet John Deere dealership told his employee to take the brand-new tractor, go find someone to help and to stay out there all day. Local churches must have sent 50 volunteers our way. Tennessee certainly held true to their moto "The Volunteer state".

When we were saying good bye to Ken to head home to Georgia, Ken handed Roy a 2020 Nashville Convention car. We will never forget how that car came to be in our possession. - Pam Williamson



Here is a kit-bashed Track Maintenance Car, the very first one I did. I went online and pulled up various pictures, grabbed a flat car and Aristocraft track cleaner, a few pieces of wood, and all the junk parts laying around the shop...and presto a maintenance car.
- James Robinson

MYSTERY CAR:

Since the theme of the month is favorite freight or passenger cars, I thought perhaps you might like to add this one to your manifest.

What is the purpose of the framework at the head end of this flatcar? Is it aerodynamic related? Is it a target for centering the fuselage on the car? Is it used to tiedown the plane? Just what is it's purpose?

Answer on page 14.



The restoration of the Southern X376 Caboose: Part 1 of a series

by John Lees

My Dream

For as long as I can remember the draw of trains has been something that has pulled at me. I never had a large model train set, but seeing a circle of track and a train running around it has always stopped me for a long look. Large layouts with scale model buildings give me reason to rest for an hour, or more.



Sometime after I was an adult and out on my own, I began to think about a caboose that I could make into a small home or hang out. After cabooses were being parked by the railroads, I saw some outfitted as hunting camps, or barber shops, or some other purpose that was fitting for the size. All that did was feed my dream of having one for my own.

In 1994 we decided to move to a rural setting replacing the city locations we had lived in for so long. The children were close to adulthood and I was moving into a phase of family life that would give me a little time to myself. We picked a home with enough land to accommodate a caboose, if it ever happened. It was then that I started looking to see what was available and at what cost. I purchased railroad magazines with classified ads selling rail cars of all kinds. It was then that I realized it was indeed possible to purchase one, but other factors would come into play that would make it far more difficult. Ones to be addressed and solved before the reality of caboose ownership would be possible.

The Hunt

I communicated with brokers who had cars and found that the movement of a caboose can be at most, impossible, and at best only very difficult to accomplish. I could get one moved to our area, but it would require inspection and repair of the trucks and related air system for the air brakes. Then there was the issue of needing a siding to park it, and then I would need to get it off the rails as soon as possible to avoid rent due on the occupation of the siding.

Someone would have to lift it off the rails and put it onto a truck and trailer. A driving plan would have to be established to avoid low wires, traffic signals, low bridges, and sharp turns. Permits to be acquired and who knew what else. I went to web sites to see how others had managed to get cabooses moved and into place. I found that each move was unique and what was done differently on each might apply, but I had no idea which ones because I did not own a caboose.

The idea of caboose ownership seemed to fade as the issues grew. But, once in a while I would see one, off rail, and I would just know that whoever had it confronted the issues and managed to overcome the obstacles. Encouraged I would start the hunt only to be overwhelmed by the enormity of the task once more. One day in 2002, I saw a listing on eBay for a caboose for sale in Tennessee, only 200 miles away. I emailed the man and he sent some pictures. It was the classic caboose with the copula one third of the way from one end. It needed some heavy repairs on the outside and the inside had been redone with a mini tongue-n-groove pine covered walls. The railroad name I cannot remember because it was one I had never heard of.

The caboose was in the yard next to the house, sitting on rails. It was tight quarters in an older neighborhood. The owner had the caboose delivered to a siding many years before. He had used house jacks from a house moving

The restoration of the Southern X376 Caboose: Part 1 (cont.) by John Lees

to raise the caboose up off the trucks. Then the trucks were pulled out from under the caboose. A long flatbed truck was backed under the caboose body and it was lowered onto the truck. A rollback truck was used to pull the trucks up off the rails and to haul them and then set on a new set of tracks already laid in the man's yard. Once both sets of trucks were on the rails, the caboose body was driven to his house.

It was quite a trip for the caboose. He did not bother to get permission and the traffic lights were too low. He had a man up on the roof that had an insulated pole used to raise the wires just high enough to pass under. At some point a local sheriff's deputy showed up to escort the caboose to his house. No one asked him if he had permits, permission, or approval to make the trip.

Once at the house, he had the caboose backed up over the rails and then reversed the procedure with the house jacks and trucks. He had managed to get the caboose home without a crane, permits or semi-truck expense. He told me that the procedure could be done again and the caboose and both sets of trucks could be taken to my property using a house moving company. It seemed reasonable, but at what cost and which company?

I checked with a moving company in our area and was told that they only did local moves. They were unfamiliar with interstates, permitting on highways, and regulations in other states. A call to a house moving company in Tennessee resulted in the same story. Neither was willing to handle the move within their home state and then pass the load between them at the border. Discouraged, I drove up to the city offices of the town where the caboose was sitting. A talk with a city official stopped the purchase in just a few minutes. He told me that he knew about the caboose and often wondered about how it got to where it was. When I asked about the permits required to move it, he just laughed. He told me that all of the main roads through town had been redone since the caboose move. State Highways were widened, new traffic lights now hung over each lane of the road and traffic volume was so much higher that permitting would take some sort of executive order from the head guy at the Department of transportation. The permit holder would be financially responsible for traffic control, removing all traffic lights and the expense of lowering some of the power lines. In short, he told me to find a different caboose because that one would only be removed in pieces. Once again, a dead end with no hope.

About a year later, I located a wooden centered copula caboose in Ohio at a railroad museum. That is when I learned first-hand what rail transportation of one rail car would cost. After retrofitting the caboose with new trucks and brakes, I would be required to pay a very high cost to have it delivered to a siding in our area. Then I would have to get it off rail and to my property some 40 miles away. Talking to a common carrier proved to be an exercise in frustration. All I heard about was pilot cars, trailing cars, height permits and weight permits. The cost to bring this one through four states was so high the rail freight cost began to look good. Needless to say, the caboose in Ohio remained in Ohio.

Hope Dawns

Then one day, on a whim, I stopped at a crane company in the town about 40 miles from our home. The owner was very nice, listened closely and did not laugh at me. This was a good start. He told me that once I located a caboose he would be happy to stop by and look at the area where I would locate the caboose and let me know the feasibility of accessing the location and how he would be able to give me a cost for lifting the caboose off a truck and onto the rails. Then the key piece fell into place. It was the one thing I did not have prior to that moment and proved to be what was needed all along. He gave me the name of an independent truck driver who only did oversized loads. All that experience and knowledge was located about an hour from my home. The crane man told me that if this driver said it was OK, he would come up and give me a quote.

I called the truck man the next day and mentioned the man at the crane company. He listened and like his friend at the crane company, he did not laugh, either. A week later he was in my driveway looking at the place I wanted to put the not yet found caboose. He listened closely, walked the property and after about 20 minutes of pointing, thinking, visualizing and more walking, he declared it possible to do. He had one stipulation, which was to only move a bay window caboose. The cabooses with the copula sticking up would be too high for standard shipping and would require permits and support people and vehicles. That additional man power and equipment would put the cost of the move too high for it to be done. He went on to explain the difference between a lowboy trailer and a drop deck trailer. At that point all I heard was it is possible.

The restoration of the Southern X376 Caboose:Continues with Part 2 next month.

Curved Track Basics - Terry Manning (Revised January 15, 2020)

Planning the layout of G-scale model train track can be as easy as creating a circle with a few pieces of curved track of the same size or as difficult as piecing together dozens of varied sized curved and straight pieces of track into a complex layout of intricate design. The newcomer to such layouts would benefit from learning a few terms and measurements associated with curved track in particular.

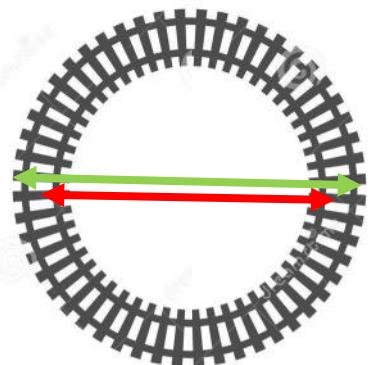
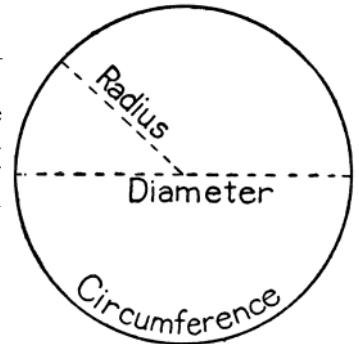
Basics – A Circular Track Layout

Most of us are familiar with the basics of a circle. A circle is measured in degrees around its edge – 360 degrees makes a complete circle. The distance around the edge of a circle is its circumference. Every circle, regardless of its size, contains 360 degrees. Halfway around a circle or a half-circle contains 180 degrees. The distance of a line segment from the center of a circle to any point on a circle is defined as the radius. A line drawn from one side of a circle through the center to the other side of a circle is called the diameter and is therefore twice the length of the radius. Model train track for smaller scales are usually discussed in terms of circle radius for creating circular layouts. G-scale is unique in that circular layouts are more often discussed in terms of circle diameter.

The major manufacturers refer to the curved track comprising the circles by the terms: R1, R2, R3, and R5 which are used to roughly create 4-foot, 5-foot, 8-foot, and 15-foot diameter circles (and curves). More precisely, R1 through R5 track layouts measure as shown in this chart.

	Diameter in Metric	Diameter in Inches	Diameter In Feet
R1	1200 mm	47.2"	About 4'
R2	1560 mm	61.4"	About 5'
R3	2390 mm	94.1"	About 8'
R5	4640 mm	182.7"	About 15'

Note: manufacturers typically measure the diameter from the **center** of the track to the center of the track on the opposite side, so the actual diameter from the **outer edge** of the track on one side to the **outer edge** on the other side requires adding a few more inches representing the width of track not already included.



The curved sections of track making up a circle may be described by a manufacturer or vendor based on the size curve it will help create (such as a section of “4-foot curve”), or in millimeters (such as “1200 mm”), or by a number system designed by the manufacturer (such as “11000” to create a 4-foot diameter by LGB or Piko – USA Trains uses “R81100”). The length [or arc – a section of the circumference] of a section of track is often described in degrees (15-, 22.5-, 30-, and 45-degree arcs are most common) and can be used to determine the number of sections of track needed to create a 360 degree circle. For example, “11000 Curved Track, R1, 30 degrees” is used to create a 4-foot diameter circle. Dividing 360 degrees in the circle by 30 degrees in each track section equals 12 – the number of sections of this size required to create a full circle (see next chart).

LGB/Piko #	Track Section Arc	Circle Diameter	Sections Needed for a Circle
11000	R1, 30 Degrees	4'	12
15000	R2, 30 Degrees	5'	12
16000	R3, 22.5 Degrees	8'	16
18000	R5, 15 Degrees	15'	24

In some circumstances, smaller available sections of track may have to be used in place of those in the above chart. Thus, LGB’s #11020 curved track (R1, 15 degrees) is half of the arc of a #11000 section. Therefore, two of the #11020 sections can be used to replace one #11000 section.

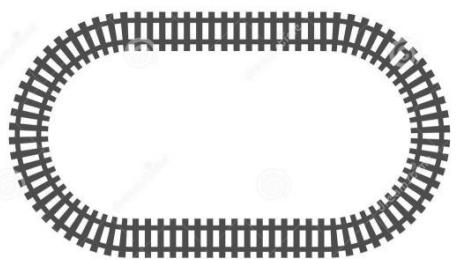
Curved Track Basics (Cont.)

Basics – An Oval Layout

Once you understand the basics of creating a circle, it's easy to create oval-shaped layouts simply by using half of a circle at each end of the layout and inserting as many straight sections of track (same length on each side) as desired to create a the final length. Straight pieces can also be added in the middle of each curve to widen the oval.



Shown to the left is a package label from LGB for a set of 12 curved sections of track using their numbering system of "16000" for R3 track (22.5 degree arc). Sixteen sections would be needed to form a complete circle.



Arriving Last Station

GISELBACH, Robert "Bob" Mr. Giselbach passed away April 21, 2020 at the age of 87. He is survived by his loving wife of forty-two years, Eileen; one daughter, Leisa McCannon of Georgia; 4 stepchildren, Larry Duzenski, Diane McKinney, Mary Duzenski, all of Alpharetta, John Duzenski (Shari) of Canton, 2 grandchildren, 2 step grandchildren, 3 brothers and 3 sisters, all of Indiana.

Mr. Giselbach was born in Tipton, IN. He retired from the U.S. Army after serving 20 1/2 years, consisting of combat in Korea and 2 tours in Vietnam, and was a Purple Heart recipient. He retired from the U.S. Postal Police after 20 years of service. Together with his wife, he founded the Gwinnett Senior Golden Games 21 years ago. He was an active volunteer with Gwinnett Parks and Recreation, Gwinnett Senior Center, Delmar Retirement Home, Vines Botanical Gardens, and operated the Garden Railroad for over 20 years. His passion was model trains.

Bob was a member of St. Monica's Catholic Church in Duluth, the National Horseshoe Pitchers Association, American Legion, National Federal Employees Association, Georgia Railroad Garden Society and Gwinnett Leadership Association. He is most proud of winning the Shinning Light Award for volunteerism of Gwinnet and the President's Award. His hobbies were bowling, horseshoes and shuffleboard. Bob and Eileen traveled the country, participating in the National Olympics winning a variety of medals.

THE TRAIN: At birth we boarded the train and met our parents, and we believe they will always travel by our side. As time goes by, other people will board the train; and they will be significant i.e. our siblings, friends, children, and even the love of your life. However, at some station our parents will step down from the train, leaving us on this journey alone. Others will step down over time and leave a permanent vacuum. Some, however, will go so unnoticed that we don't realize they vacated their seats. This train ride will be full of joy, sorrow, fantasy, expectations, hellos, goodbyes, and farewells. Success consists of having a good relationship with all passengers requiring that we give the best of ourselves.

The mystery to everyone is: We do not know at which station we ourselves will step down. So, we must live in the best way, love, forgive, and offer the best of who we are. It is important to do this because when the time comes for us to step down and leave our seat empty we should leave behind beautiful memories for those who will continue to travel on the train of life.



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

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Embroidery Design and Gifts

Georgia Garden Railway Society Club Shirts

Each Shirt will have the club logo on included in the price.

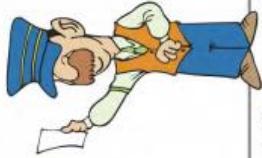
Contact Sally for other designs



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 the time to get our online store up and running. Our goal is not to compete with the local train stores selling trains and track but to offer unique items produced in our shop and 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 to add new items with the next two items being G scale tunnel portals and a curved foam carver.

Also think about other 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: 4255 Trotters Way Suite 5B Alpharetta, GA 30004	Weekdays: Tues - Fri (11A - 5P) Closed on Monday Weekends: Sat (11A - 5P) Closed on Sunday
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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 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>

President's Message (Cont.)

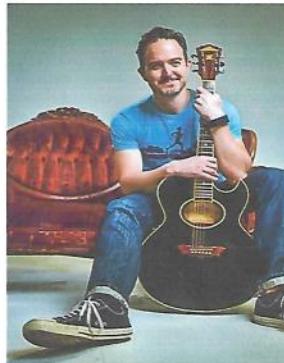
As we contemplate our role in the “new normal” we certainly will begin meeting again with a few deviations to our format. Initially, rather than using a potluck luncheon format, we will ask members that visit the host layout to pack their own lunch or plan to eat elsewhere. The host will provide single-serve drinks during the event.

Secondly, a maximum of eight visitors at a time will be allowed at the host site in June. This number may vary for future hosts. If more members than this sign up to attend, we will ask members to sign up for a specific half-day or 90-minute visitation period such as: 10:00 to 11:30, 11:30 to 1:00, and 1:00 to 2:30.

The evite you receive outlines this process and based on feedback we will determine how many separate sessions will be required. Regardless, we will require couples to maintain appropriate social distancing from other couples.

Scheduled hosts will be contacted to determine whether they wish to remain on the schedule and how many visitors they can safely accommodate at a time. Volunteers to replace hosts wishing to be removed from the schedule may be needed.

Terry Manning, President



Chatsworth Native Jason Lyles in outdoor concert at 5:00pm in front of the Chatsworth Depot. Bring your own chair for our first 'Social distancing' concert!

'OUTDOOR CONCERT AT THE CHATSWORTH DEPOT'

Visit the historic Chatsworth Depot for guided tours from 2-5pm.

*Saturday, June 13 'SOCIAL DISTANCING' Outdoor concert at 5 pm. featuring Jason Lyles. Bring your own chairs!

*1905 Depot was Chatsworth's first public building and will be open for tours.

*1909 Wright Hotel open for tours.

*Ed Campbell and Stan Rogers model trains will be operating inside the Depot.

*Restored 1960 Caboose will be open for tours.

*Both tours and concert are free! Donations accepted and appreciated.

* Made possible by Peeples Funeral Home, Chatsworth First National Community Bank, Captain D's, Bojangles, and Bradley's Ace Hardware.

June 13, 2020 2-5pm Concert @ 5pm Corner of Market St. & 1st. Ave., Chatsworth

Highballing down the Track

Hindsight is...

2021!



The DGRS (Denver) and BAGRS (San Francisco Bay Area) clubs have been working closely with us and all have agreed to bump plans back by one year. So Denver will host in 2022 and the Bay Area in California will host again in 2023. Nashville will be the place to be in 2021. We will do our best to keep everyone up-to-date as we re-book events and venues in Nashville. Marriott has sent emails to convention attendees who reserved rooms for the Opryland Resort, and they have stated they have a link in the email that allows you to re-book for next years convention. If for some reason the link is not present, or does not work, do not panic. We will have a new link posted on our website once we receive it.

UPDATE:

The site/link to allow folks to register for the Opryland Resort is not live yet. Our recent email told you it would be, as that is what we were told then. However, due to furloughs at the Resort, the website and link are not live yet. We will inform you via social media, and likely email, once we have confirmed it is live and you can register for your resort room.

Yard Hostler

Hope to see you, or at least hear that you visited the Conrad's layout in June. I would like to see more participation in the newsletter sharing of your favorite items from your layout. We started, appropriately with "Firsts". Then we moved on to favorite freight cars. Next month we will be asking you to send in your favorite building, industry, or trackside item that you favor. Photos, or even short stories about how, why, or what inspired you to get them are also great additions. Remember, this is your newsletter, so keep 'em rolling.

Emil Decker
Editor, GGRS Gazette
480 Grizzle Rd.,
Dawsonville, GA 30534 eldecker@windstream.net

MYSTERY CAR:

Boeing 737 bodies are manufactured in Kansas, and transferred by rail to Renton, WA., where the assembly is completed. As many as 52 airframes a month have been moved this way. The aluminum body is very fragile, and care is taken to ensure no damage happens along the path. The 89 foot flatcars are rated "high and wide", and careful routing is required regarding passing freight trains and sidings. The route from KS to WA is over former Great Northern's Stevens Pass, then through Seattle.

The end framework is an "Icicle Breaker" to protect the fragile aluminum body from damage as the car moves through the numerous ice laden tunnels in the Rockies along the northern route.

