



## President's Message

### We're Back - GGRS Meets June 20

Hopefully our membership is experiencing the same rate of the virus as the State of Georgia, less than a half percent, which in our society's case would be no one (or a half person perhaps). Thus, June will finally see the kick-off of Georgia Garden Railway Society events with a hosted meeting at the Conrad's in Peachtree City.

It will be followed on July 11 in Cumming by hosts Juliet Foster and Alan Luebs.

Thanks also to Ted Yarbrough for planning an exciting 1:1 train excursion announced in this month's newsletter.

If you haven't heard, Trainmasters Models in Buford has only a few days remaining for their current store-front to remain open to public sales. While sale prices may be in effect, there is little G-scale stock remaining.

I'm enjoying seeing the photos sent in by members on our editor's monthly theme, so keep up the good work!

*Terry Manning, President*

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## The Hartland Locomotive Works Closes their doors. Manufacturing stalled .... maybe for good? Or rather bad.....

Due to hardships experienced due to the COVID-19 situation gripping the nation and the world, Hartland Locomotive Works has been forced to close their production lines. In a letter to Dealers and Customers, Becky Coates stated that over the last 25 years the family and workers of HLW have valued the loyalty and business, and have enjoyed their part in the fun of playing with trains.

She stated in a letter of explanation that she could not, in good faith, make any guarantees about reopening production, and that current inventory would be processed and shipped as long as supplies lasted.

Phil Jensen, in the warranty, parts & service department, will remain open at the current time. You can reach Phil @: (402) 571 - 2933. Hours: 8 - 1 p.m. CST from Tues. to Thur.

While phone lines are open, expect limited hours. You may call to place an order at (219) 362 - 8411, or email HLW at: [info@h-l-w.com](mailto:info@h-l-w.com).

We wish Becky and the rest of the HLW gang a speedy recovery from this terrible economy, and hope to see them up and running again soon.



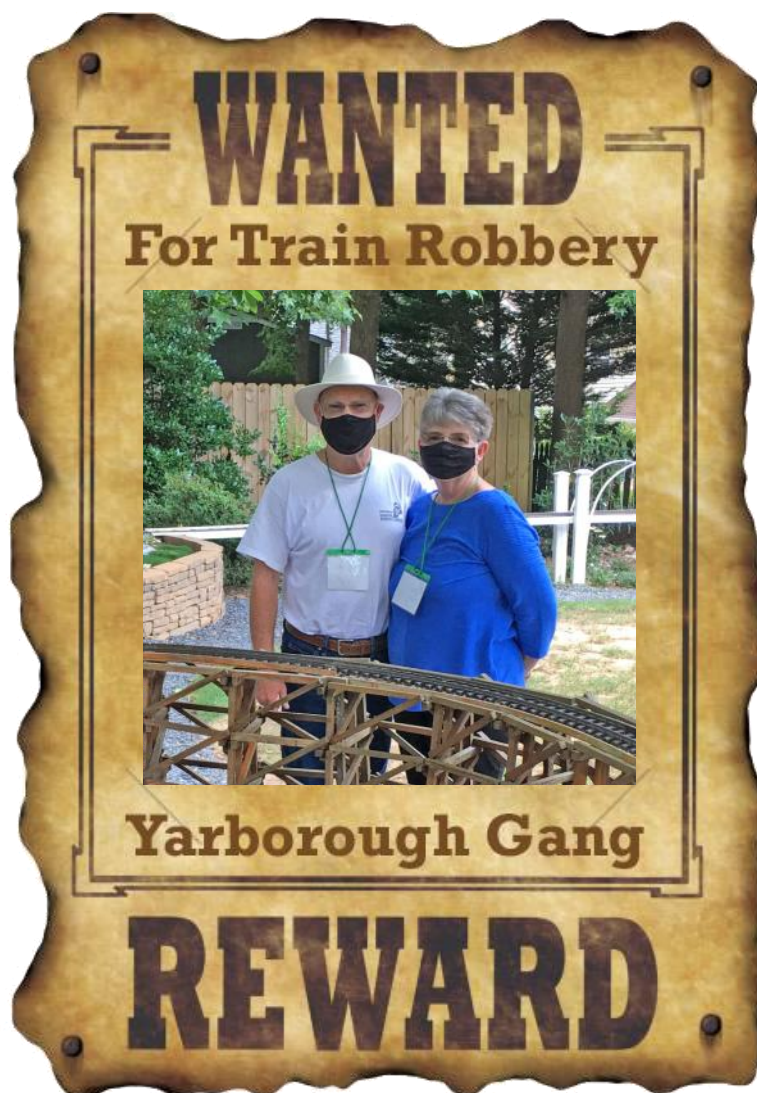
## At the Depot



If you missed the June Layout tour of Tom and Eileen Conrad's layout, you really missed a great opportunity to get outside in some awesome weather and take in a really nice layout. Old trestles, new construction, well established plants, and of course seeing some of our friends made it a great outing. Thanks Tom and Eileen for getting our summer off to a great start!









## The Next Whistle Stop

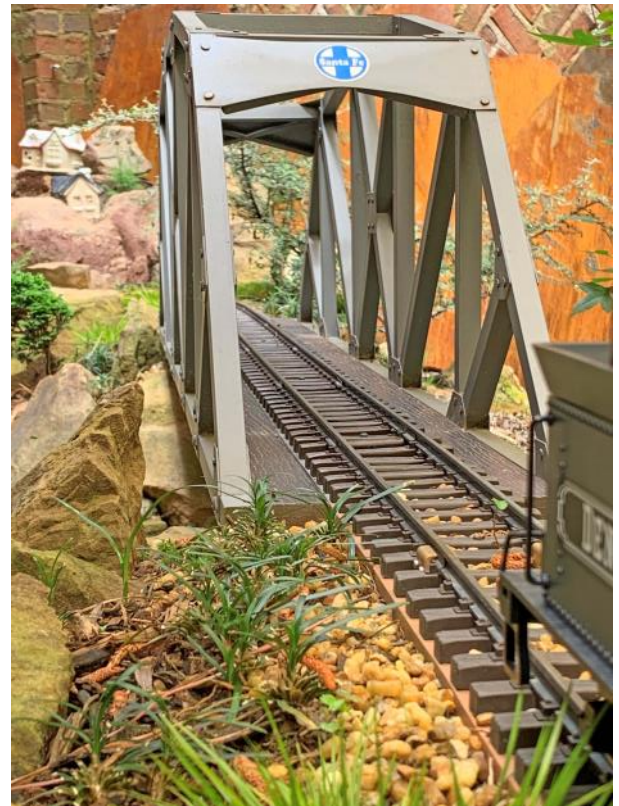
### Copper Creek Express

We invite you to come see our work in progress. We run either track or battery powered locomotives on about 90 feet of track with a maximum incline of 2 1/2% grade. It captures the 1890s southwestern setting through a blend of natural and artificial landscapes.

Our plant collection has grown as we plant (scale appropriate) throughout our layout.

Tucked away in a previously underused corner of the yard. Come checkout Alan's bridge building skills and Juliet's use of hypertufa.

Juliet and Alan  
6845 Major Drive  
Cumming Georgia  
602-695-2042



## Track Warrants



Overheard statement at a NMRA Meeting:

*"All it took for Amtrak to deliver service was an act of Congress."*

Event	Location	Date	Status
GGRS Member Hosted Meeting	6845 Major Drive Cumming GA	Jul. 11, 2020	Juliet and Alan
NMRA National Convention, St. Louis, Mo.	<b>CANCELED!</b>	Jul 12, 2020	
Southeast Region NMRA Convention	Virtual SER-X Convention	Jul. 25, 2020	Online
GGRS Member Hosted Meeting	305 Town Creek Church Road Dahlonega, GA	Aug. 8, 2020	John & Marge Lees
GGRS 1:1 Rail ride	Great Smokey Mountains RR	Sep. 5, 2020	FUN
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

## First Class Seating

### 1:1 Train Ride Set for Sept. 5, 2020

The always popular and often sold out GGRS 1:1 Scale Train Ride will take place Labor Day weekend on Saturday, Sept. 5 when the Great Smoky Mountain Railroad's steam powered Nantahala Gorge Trip boards at 10:00 a.m. in Bryson City, North Carolina and departs at 10:30 a.m. This 4½ hour excursion carries you 44 miles into the Nantahala Gorge. Soon after leaving the Bryson City Depot, our train will cross the historic Fontana Trestle across Fontana Lake and into the beautiful Nantahala Gorge. The train will arrive at the Nantahala Outdoor Center at 1:00 p.m. for a one-hour layover where you can relax by the river. The steam train will arrive back in Bryson City at 3:00 p.m.



Our tickets will be in the Premium Open-Air Gondola featuring unobstructed views, half-height walls, and a roof above to protect passengers from the elements. This class of service is restricted to adults (21+) only. Limited bar service is available onboard the car. Passengers will be served a box lunch, choice made at time of booking of BBQ sandwich or Veggie wrap, by the car's attendant. Each couple receives a souvenir tote bag (1 per couple). Everyone receives a souvenir travel mug with free refills of soda, coffee, and iced tea all day. When the train reaches the end of the line, the attendant will invite all guests in the car to switch sides with their neighbors so that everyone will have the opportunity to take pictures from a new perspective on the opposite side of the train for the return trip.

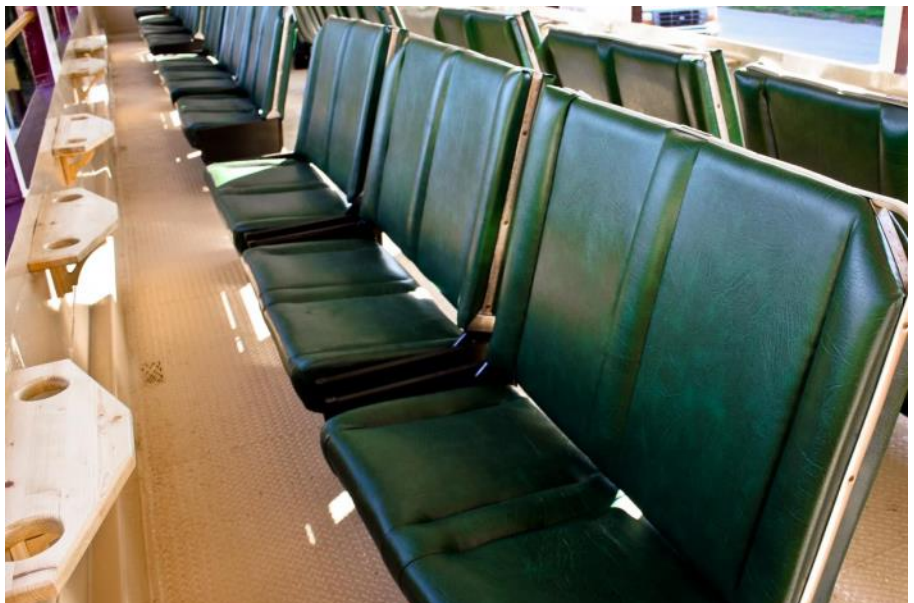
Currently COVID-19 restrictions require a mask to be worn by all passengers while on the Great Smoky Mountain Railroad property (train, depot, and Nantahala Outdoor Center). A passenger restriction is placed on each car (at time of this writing-June 16) and the Premium Gondola's limit is 24 tickets. We will therefore have a private car to our group, unless restrictions are relaxed before the September trip. This is great news in some ways, as we will have the car to ourselves, but it also means that there will be no additional tickets for purchase (unless restrictions are eased). 24 seats is our max. The COVID-19 restrictions may also affect the refill policy on the travel mug. A whole page of COVID-19 guidelines the railroad is following and asking passengers to follow is posted on the railroad's web page.

Ticket cost is \$84.00 per ticket. Everyone riding the train must have tickets. Prepaid parking is available for \$6.00 per vehicle and should be included in your ticket order if you desire to purchase. To order, send a check made out to Ted Yarbrough (total amount reflects number of tickets X \$84.00 and include \$6.00 prepaid parking if desired) along with your lunch choice to Ted Yarbrough, 212 Love Drive, Chatsworth, Georgia, 30705. Deadline for your ticket order is July 24 (or until trip is sold out, whichever is first). Please note that tickets are non-refundable, but can be sold or transferred to other GGRS members if for some reason you are not able to attend. The ticket price is based on group rates and we MUST have 20 tickets sold in order to get the better rate, so if less than 20 tickets are sold to our group, the individual ticket price will increase to reflect the individual ticket purchase price of \$95.00 plus taxes and fees.

See the video here:

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

**Ted Yarbrough**





## The restoration of the Southern X376 Caboose: Part 2 of a series by John Lees

### Finding the X376 caboose

In 2005, I found a caboose located in Tennessee. I cannot remember exactly where I saw the ad, but just happened to see it. It was a bay window caboose for sale by a school board north of Knoxville. I called and left a message. It was returned by a real estate agent who had agreed to help the local school system sell this caboose to raise some money for their athletic department. The man told me it was sold. He offered to pass my name along in case anything happened and the current deal fell through.

I asked him several questions. First, I asked if he would please give the seller my name and telephone number. Second, I asked for the name of the school system selling the caboose. Third, I asked where the caboose was located. And finally, I made the statement to him that when the current offer falls through, please remember I told him it would, and I have the answers to the moving questions that will make this deal go through. He was kind enough to tell me the man's name at the Powell High School Booster Club that was given the task to "sell the Caboose." He also gave me his number. I called right away and left a message for a return call.

Later that night, the Booster Club President called and explained he had received a call from the agent and had listened to my message. He went on to explain the offer they had on the caboose was "firm", and as soon as the lady worked out the details, she was going to have it moved. I asked him if he or she had ever done this before. He told me that neither had ever tried prior to this. I repeated my statement that he was to call me when, not if, the deal fell through. I made plans to drive up to Powell the next weekend to have a look at Powell High School.

I took my grandson up the following Saturday to see what we could find out. Finding the high school was easy. The caboose was located on rails inside the stadium, at one end of the field. There was access to that end of the field if a ten-foot-tall chain link fence was removed. However, the immediate problem was finding a way inside the locked gate. We spotted a lawn mower at the other end of the field and immediately drove around the school and down the alley at the other end. An unlocked gate was there, which my grandson opened. It did not take long to find the pickup truck belonging to the man who was cutting grass. I walked over and introduced myself. All it took was five minutes of friendly conversation and the communication of my dream to own a caboose to win him over.



*Located inside the stadium, the caboose was originally set up to promote school pride, and symbol to support the athletic department.*



*The caboose was a side cupola and therefore a good candidate for the move. The stadium can be seen from the photo shot below.*



## The restoration of the Southern X376 Caboose: Part 2 (Cont.)

We hopped onto a trailer attached to the lawn tractor and he drove us to the caboose. I did not have a camera or measuring tape, but I was standing on one end of a black caboose with a high school logo on one side. It was locked and nearly impossible to see inside. I thought I was inspecting it, but it turned out I was too excited to see anything but a bay widow caboose that could be lifted onto a drop deck trailer and driven home. We thanked the man and did request for him to tell the booster club president I was here and serious about the caboose.

About three weeks later, I got a call one night from the man in Powell who informed me the lady purchaser had backed out of the agreement. She told him about problems encountered with the move. He said she used some of the “exact words” I told him to expect when she called. He was convinced I was the real thing, and he had one question for me. How much would I pay for the caboose?

I responded with a request. I had a total budget for the Project. I would be required to get the final costs associated with the move, cranes and railroad track before I could know how much money remained. Once I did that, I would be able to give him a number. My request was for him to wait for that number. He said he would wait.

*External Central Air was installed with vents cut into the flooring.*



*Internal view shows everything was painted black.*

I called the truck driver and crane company. Both asked me how much the caboose weighed. I had no idea. They were told I would need to go up and examine the caboose and ask about the weight. The crane man gave me the name of a crane company in Knoxville that should be able to lift the caboose. I called them next and they told me they would have a man stop at the high school to look at the move and they would give me a quote.

I also paid a visit to my county's office to determine if I was allowed to have a caboose on my property and if any special permits or inspections were needed. After a discussion with some county employees, it was determined the caboose was a piece of equipment and would not require any special attention from the county. I also talked with my immediate neighbors to see if there would be any concern about a caboose that could be seen from the highway. Other than some smiles and surprise, all was fine with them.





### The purchase

I took the second trip to Powell High School with my son-in-law and a camera. We met the booster club president and got our first look inside. It was dirty, dark, black, and smelled. I thought it was the best caboose inside I had ever seen. The caboose had been painted years ago with a spray gun and black paint. Everything inside and out was black. Only the widows remained a cloudy translucent color. It was impossible to see in or out. It had never been cleaned. At some point, a heat pump and flexible ductwork was run over the ground and hooked into some vents that were cut into the floor. There was a rust spot about ten feet long running parallel to the floor on one side that allowed daylight to peak through.



*Rot, rust, and clouded windows were evident, but the overall condition was very favorable. This caboose was definitely what John was looking for.*



The caboose had been placed there in 1993 and was the mascot of the team for all that time. Now thirteen years later, a new athletic director wanted it removed, sold and proceeds used to buy lawn equipment for the football field. I knew I would be paying for some lawn equipment before this was over. I told him he would have to be patient because the move would require a great deal of cooperation on the part of two crane companies, and a truck driver before I could make an offer.

I realized on the way home that I had no idea where to get track; or for that matter, how to lay track. I had a lot to learn. I called in the measurements of the caboose to the truck driver and also called the crane company. The crane company sent someone within a week to inspect my property. We were met by the truck driver and the three of us talked over how to collect the caboose. When asked where I wanted the caboose to be set I showed them the spot I had picked out. My choice was met with smiles between both men.

I asked what was wrong and the crane man pointed to a different spot and said that if it was him, he would put the caboose there. I asked him to explain the difference between the two locations. He responded by saying, \$6,000 dollars. I was immediately convinced to use the location he suggested. He asked again about the weight of the caboose. If I had the weight, then he could then determine the size of crane needed and total cost. I began a search online to find the caboose's weight. I inquired if the trucker knew of anyone selling rails, ties and spikes. He said he would look into it. We parted company with the knowledge that it was possible, and I had two men who knew how to do it. Things were really looking up.

*(Continued in Part 3 next month)*



## Gandy Dancers

Highlighting Members and their work

**Theme for the Month - Industries or track side buildings:** *Members were asked to send in photos of their favorite scenery, with respect to industries or other business. Here are some neat looks into the lives of your fellow modelers.*

Bill and Linda Crowden had a beautiful garden railroad in Fayetteville. I always admired Bill's depot. When he took his layout down for health reasons, he donated the depot to me. Due to age and length of time outdoors, it was suffering structural problems and had to be 'torn down' BUT the windows and doors went into a new building. I did some rehab work on it and have used it on my garden railroad. It goes well with the Colorado narrow gauge! - Ted Yarborough



One of the first industries I included in my rural layout was this produce stand as part of my Pyatt family farm which was fun creating from scratch. - Terry Manning



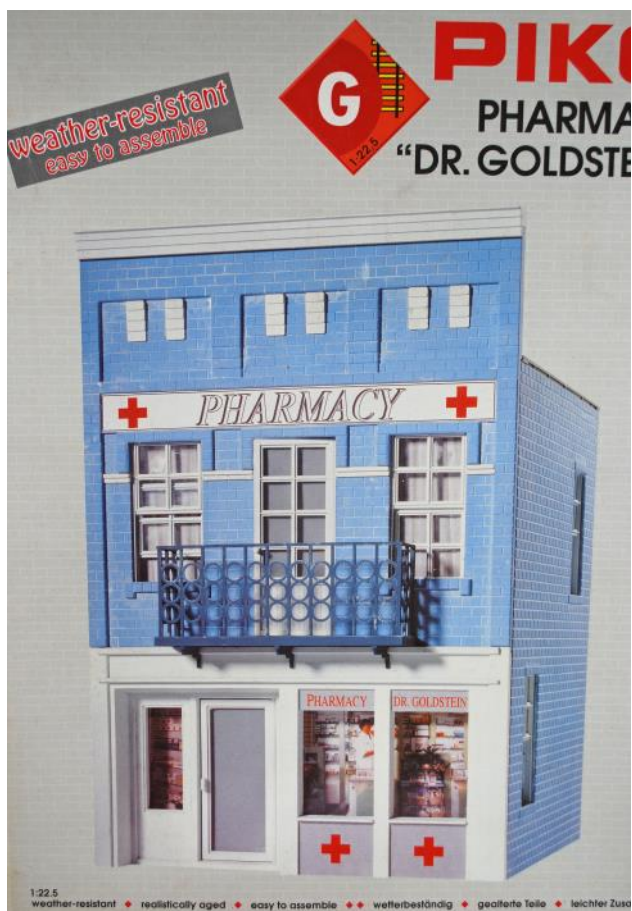
This Campground was on my G-T-C Railroad before it was dissembled. You don't see any people in the picture because all the railfans in the campground are out of sight to the left, getting pictures of the L&N U25B going by on the tracks behind. - Cullen Reid



I plan on adding a few buildings to my new layout as I build. I guess my favorite right now is the Silverton Train Station. - Joe Bronson

Roy and I didn't think a blue building was going to look right in Hoptown. So, I went to the internet and found a tutorial to learn how to paint, wash and accent the brick. I do the painting and Roy does the assembly. - Pamela Williamson

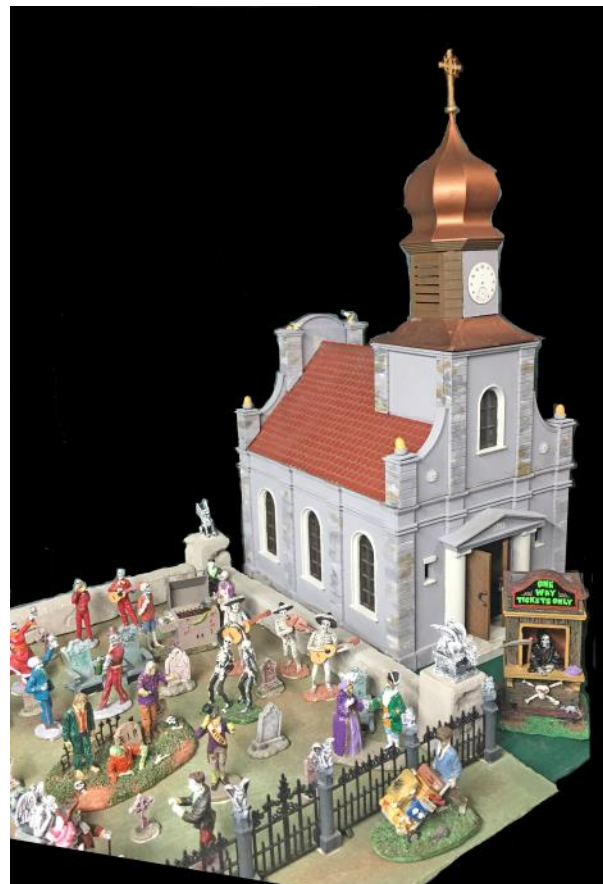
*[I see I am not the only person who doesn't always agree with manufacturer's décor. Great paint job on the building. Ed.]*







One of the first real G scale engines we got was a Shay. This started the logging industry for us. During my HO days I had built a logging skidder and decided we needed one for this layout. It's a kit-bash using mostly Bachman parts. - Russ Bundy



Scenery favorites are hard for me to choose. I like kit bashing, scratch building, and scene making. I generally ask for more defined requirements to narrow my submissions down, but I will go with this one as it is my newest acquisition. I made the cemetery a while back, populating the "Día de Muertos" (Day of the Dead) party with Lemax Halloween figures. I then went looking for a church. Couldn't find one for a while, but finally someone sold a used Pola building that was just right. (i.e. cheap). The yellow/orange with brown trim stones became gray to match the graveyard stone. The entry booth reads, "One Way Tickets Only". Paired with my hearse, and the scene is complete - Emil Decker



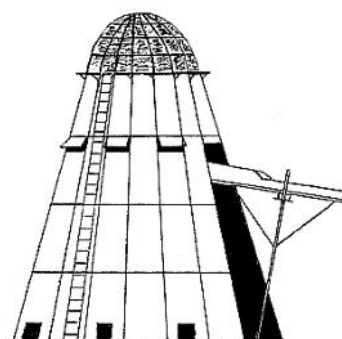
Pulling into the station - Richard DeBerg

[It's obvious from submissions that passenger stations are really popular. Ed]





Willie J. Forest Lumber & Mining.  
Railroads loved those kind of Businesses.  
Just ask J.P. Morgan. - James Robinson

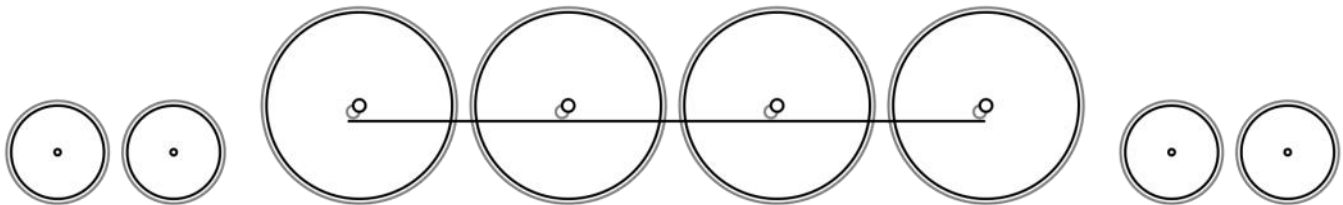




## Never Retired?

**Did you know that there is one steam locomotive that was never retired? It has been on the active roster of it's railroad since its first day. Many steamers have been retired, even scrapped, only to be reconditioned, with some being older, some newer. Some types were scrapped and no example exists today in any museum. But only one has never, ever been off the railroad's active roster. Do you know which Road, and which Locomotive?**

**Hint: It's an Alco 4-8-4.**



**Answer on page 17.**

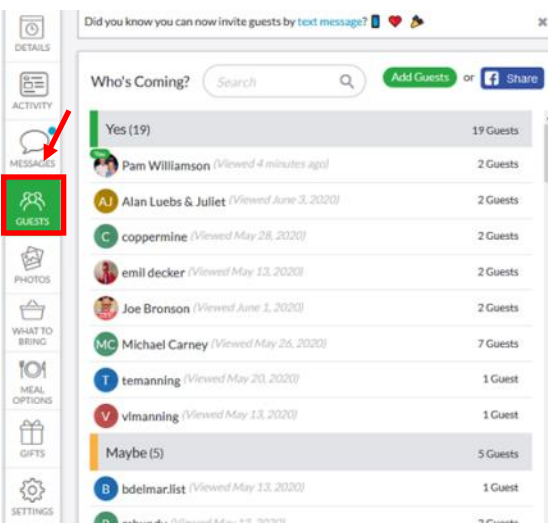
## GGRS Club Meeting Invitations

- Pam Williamson

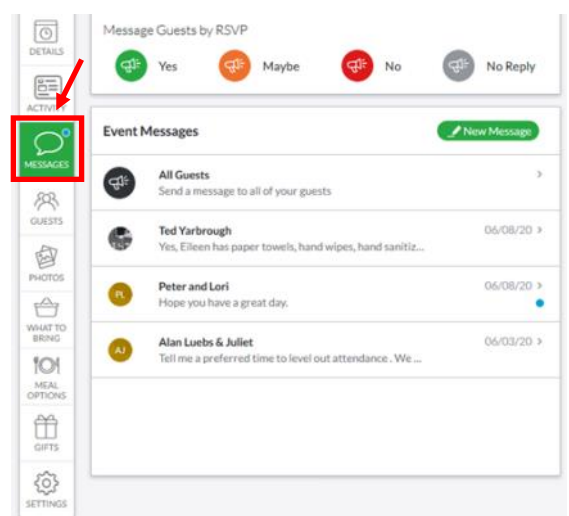
How Club Members are notified about upcoming GGRS Club Meetings has evolved over the years. In 1990 the Club was started by Connie and David Miracle. Club Members would give Ms. Connie 12 self-addressed stamped envelopes. Ms. Connie would use those envelopes to send a letter letting Members know where the next Club Meeting would be held.

As time progressed, Ms. Frances Tidd became Club President and dues started to be collected; allowing the Club to pay for the mailing of GGRS Club Meeting invitations. Then, with the growth of the internet, the Club started utilizing e-mail invitations and the GGRS Website.

We now use Evite, a social-planning website for creating, sending, and managing online invitations. Did you know Evite can do more than just notify you of upcoming Club Meetings? You can go back to the Evite at any time by going to your e-mail and opening your Evite e-mail. Now just click on the View Invitation button. When the invitation opens the data will automatically be displayed in the ACTIVITY mode. This shows you data in the order Members Replied to the Evite. This is a very cumbersome way to see who is attending and if they wrote anything in the Comment Box.



If you choose GUEST on the sidebar, located on the left side of the screen, it will sort the data into four categories. Those that responded Yes, No, Maybe or No Reply. This is helpful if you are Hosting the meeting, as you will immediately know who is attending and how many will be participating in the Luncheon. As a Club attendee you may want to use this data sort to see if a Member, that your looking to make a swap with, is attending.



Another helpful sort is MESSAGE. This will quickly show any messages that have been put in the Comment Box. Some Members ask questions, others indicate what food they will be sharing.

If you're kind enough to volunteer to host a Club Meeting, we ask that you provide a photo of your layout and a write-up about 5 weeks prior to your hosting date. This allows ample time for the Evite to be created and gives Club Members a 4-week notice of an upcoming meeting. Once your Evite has been sent it's fun to check the Evite to see who's coming.

*I would like to thank Debbie Fotschky, Connie Miracle and Ted Yarborough for assistance with this article.*



## The Rip Track

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

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

#### How about running an ad here?

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

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

Members with related business advertising may also submit ads. These will run continuously until policies change or notice is given.

Non-member publishing by arrangement. (*Contact Editor for details.*)

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

Emil Decker's  
STICKS  
+  
STONES

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

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

[weegrr.com](http://weegrr.com)



#### Embroidery Design and Gifts

##### Georgia Garden Railway Society Club Shirts

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

Contact Sally for other designs



Men's	S	M	L	XL	2XL	3XL	Price
Grey Pocket t-shirt							\$10.00
Carbon or Burgundy Polo							\$18.00
Carbon or Burgundy Pocket Polo							\$20.00
Long Sleeve Denim							\$22.00
Short Sleeve Denim							\$22.00
Name on Men's Shirt	(Specify Name)						\$5.00
Ladies	XS	S	M	L	XL	2XL	Price
Grey T-shirt							\$10.00
Carbon or Burgundy Polo							\$20.00
Long Sleeve Denim							\$22.00
Name on Ladies shirt	(Specify Name)						\$5.00

Engineer's Wish List

Embroidery Design & Gifts

by On-Line Consign, Inc.

Sally Bando | 404.550.4816 | sbando@georgia.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](http://www.traininstallations.com)

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

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

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

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

**Thanks - Dave 770-597-0038**



#### Rolling Stock Contact Information:

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

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

E-mail: [rollingstocktrains@att.net](mailto:rollingstocktrains@att.net)

#### Train Installations, LLC

Woodstock, GA 30188

770-597-0038

[dave@traininstallations.com](mailto:dave@traininstallations.com)







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

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

<http://www.trainmastermodels.com>

Stay safe. Mike Devaney



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

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

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

<http://trainz.com>

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

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

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

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

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

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

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

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

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

## 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 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 attenders who reserved rooms for the Opryland Resort, and they have stated they DO NOT have a link that allows you to re-book for next year's convention yet. Do not panic. We will have a new link posted on our website once we receive it. Nashville is still under a much more cautious lockdown schedule than Georgia. Many workers are still at home.

**UPDATE: Everything is still ok; well, sort of.....kind - a ... No new news is good news.....right? Hang in there.**

The last update on the website was posted back in April. No news is presumably good news..... Besides, we have a year to plan.... We will let you know when the hotel is open, or should I say re-open for reservations.



## Never Retired:

In December of 1944, about the time the American forces in Europe were feeling the last desperate thrust of the German counter offensive at the infamous Battle of the Bulge, Alco delivered a 4-8-4, to the Union Pacific Railroad. UP 844 and nine other new 4-8-4s worked across the Overland Route, with 80 inch drivers, hauling passengers and freight.

With its home in Cheyenne, WY., it underwent several paint jobs, rebuilds and modifications, and even had a “number change” for a while to avoid conflict with a GP30, but has remained on the job for UP since its first day on the job. Recently undergoing a rebuild, she joined the new revival 4-8-8-4 No. 4014, the “Big Boy” resurrected for the 150th Anniversary of the Transcontinental meet. She accompanied 4014 on the Golden Spike tour.



## Yard Hostler

As the weather warms up, we hope to see more of each other at meetings. Are you excited about the 1:1 Ted has put together? Sign up! It's my favorite regional Tourist RR, and I can't wait to get up there. But before then, we have several opportunities to enjoy railroading in each others backyards.

*Did you hear the one about the club member who had a scratch-built item on their railway that was their pride and joy?*

**Yeah, .....they sent in a picture of it to their newsletter and got it published!**

You should too! Next edition will feature either scratch-built, or “Highly modified” examples of buildings, cars, locos or other items on your road. *If this description fits a previous submission, then get busy and make a new one....or reach into your closet for another example.* I know you have more. I believe several of you have been waiting to share this one, so don't miss out. And I really enjoy and appreciate your participation and talent.

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