



GGRS Gazette

June, 2021

Official Newsletter of the Georgia Garden Railway Society

President's Message



Snidely Whiplash Knows Railroading !

OBVIOUSLY a professional when it comes to the comfort of damsel passengers, Canadian territorial railroads, and, of course, Train Time Tables, Snidely has agreed to take on the position. Just send all your railroad stock to him for safe keeping. And keep an eye out for a good sale on ropes.

Don't get tied up with insignificant details and trivial chores. Become the GGRS President. Leave your mark on the railroading Community in Georgia [Editor]

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Great Train Robberies #4

#4 in a series about Great train robberies. Which was your favorite so far? Will this one top it? Its pretty amazing what these guys got away with.

The Rondout Train Robbery 1924



The Newton Gang was an outlaw crew from the early 20th century, and were, perhaps the most successful train and bank robbers in history. From 1919 through 1924 the gang robbed eighty-seven banks and six trains. The brothers "took in more money than the Dalton Gang, Butch Cassidy's Wild Bunch and the James-Younger Gang combined." They claimed to never have killed anyone. It is true that they were never charged with any death or injuries associated with their robberies, although one daylight robbery in Toronto, Ontario, Canada proved nearly fatal for one bank messenger.

By 1919, Willis Newton was serving time in prison for his crimes – but he wasn't the only one. The long arm of the law had also caught up with his brothers Jess, Joe and Willie (nicknamed Doc). All four brothers were serving time in different prisons due to their crimes.

When Willis and Joe were released from prison in 1919, Willis convinced Joe that they should form their own gang. In 1920, Doc escaped from prison in Texas and quickly joined his two brothers in Tulsa, Oklahoma. Jess was released the following spring, and the Newton gang got its fourth member.

The Newton brothers grew up in Uvalde County, Texas. The four sons of a large share-cropper family were raised on outlaw stories by their mother. Willis quit school after a single year of attending classes, too proud to continue when his pants had to be patched in the seat.

Willis Newton claims that at age 20 he was convicted for a crime his brother Doc Newton committed. Doc stole loose cotton from the loading dock of one processing gin and tried to sell it at another. Unable to find Doc, local authorities arrested

Continued on page 2

The Rondout Train Robbery 1924 (cont.)

Willis Newton and charged him instead. He was sentenced to a year in the Texas State Prison system, where he was forced to pick more cotton.

Doc soon joined him, entering the prison system for robbing a Post Office of stamps, a theft of less than fifty dollars. From 1909 until 1918-1920 the two brothers were in and out of the Texas penal system due to their many escape attempts, which led to further sentences and a deeper hardening of attitudes. Brothers Jess (older) and Joe (much younger) stayed out of the penal system until later, working regularly as bronc busters and ranch hands.

In 1914 Willis and an accomplice robbed a Southern Pacific Railroad passenger train in Cline, Texas, taking \$4,700 (approx. \$120,000 today) at gunpoint from passengers. Then in 1916 he robbed a bank in Boswell, Oklahoma, taking just over \$10,000 (approx. \$250,000 today) and escaped on horseback. In 1917, he went back to prison for burglary but eventually forged letters to secure a pardon.

In 1920, operating out of Tulsa, Oklahoma, Willis Newton formed what eventually would be called "the Newton Boys," along with Brentwood "Brent" Glasscock, a safecracker and expert in explosives. Convincing his cowboy brothers Joe and later Jess to join his outfit, with Doc's successful 1920 escape from prison in Texas (his fifth), the crew had a good run. They robbed banks across Texas, Arkansas, Oklahoma, Kansas, Nebraska, Iowa, Colorado, North Dakota, Missouri, Illinois, Wisconsin, and Canada. Other suspected robberies in Oregon and Washington state have not been confirmed as being their work. Throughout the years, the legal authorities didn't connect the dots and no one except the Newton's themselves knew that they were responsible for all these robberies due to the wide range of their activity.



They committed most of their heists at night, breaking in and busting the bank safe without ever having to come into contact with anybody. Through bribing a corrupt insurance official with the Texas Association of Bankers, Willis obtained a list of banks that still possessed older models of safes that were vulnerable to their brand of attack. Brent would force nitroglycerin into the cracks of the safe door and set off the nitro with dynamite caps. The explosions were messy and loud but in small farm towns during the dead of winter, a couple of men armed with shotguns could keep the few townspeople at bay while the money was hustled out to waiting cars. Willis preferred a Studebaker or Cadillac. Before entering the bank, Willis would shinny up a pole outside the telephone office and cut the phone lines. In Hondo, Texas, the gang hit two banks the same night after discovering the first vault door was already open.

The take from most bank jobs was often less than \$10,000 in combined cash and negotiable bonds. Liberty Bonds and Victory Bonds and other securities were fenced through underworld connections in Chicago, where Willis and Glasscock cultivated contacts. Methodically, Willis insisted on carrying out even the coins from the banks. "We never get enough. When I go in to get anything, I want a get it all," he would brag.



Willis invested a great deal of his money into oil wells hoping to make it big during the boom times. Doc and Jess enjoyed the good life, visiting the Kentucky Derby and the Indianapolis 500 several times, and relishing the night life in Kansas City, Chicago, eating in fine restaurants, staying in the upscale hotels, and avoiding suspicion.

Interstate crime was difficult to police in those years. Unidentified and fast moving, the Newton Gang received very little attention from law enforcement, despite the large number of robberies they'd committed. That would change when they robbed the Milwaukee Road Fast Mail, a postal train on June 12, 1924.

The gang had teamed up with two Chicago gangsters, two racketeers, and a corrupt postal inspector named William J. Fahy. Using inside information, the postal train carried large amounts of Federal Reserve currency destined for banks along the route. Boarding the train secretly in Chicago, Willis and Jess climbed into the engine and stopped the train at a remote crossing in Rondout, Illinois. The thieves threw bottles of noxious formaldehyde into the windows of the passenger cars, leaving the train's 17 armed mail clerks gasping for air. The robbery netted them more than \$3 million in one take. It was the largest train robbery in history.

During the robbery, however, the engineer nervously overshot the crossing, and had to back the train up. Doc Newton was wounded five times with a .45 caliber pistol fired by Brent Glasscock, who mistook him for an armed postal worker in the dark. The gang took the money, loaded Doc into a vehicle, and left the scene. While loading into the vehicle, a bystander heard one of the robbers say the name "Willie". This was later used as evidence in court.



Doc and Joe were arrested in a Chicago tenement after someone tipped off the police about an underworld doctor's visit to aid a wounded man. Willis was arrested when he returned to the room the next day. Surprisingly, he almost bribed his way free, offering \$20,000 cash to the arresting officers. They wanted to take the money, but were double-crossed by a supervisor after the currency changed hands.

Jess Newton avoided immediate capture, taking approximately \$35,000 with him. He left Chicago heading for Mexico, but made a tragic mistake. He got drunk in San Antonio, Texas instead of staying sober and going straight to the border. To avoid losing his dough while drunk, he decided to bury it. He hired a cab to take him out into the countryside where he buried the money.

The next day, Jess went out into the countryside to dig up his money but couldn't remember where the spot was. Thinking maybe the cab driver from yesterday could help him he went searching for the man, but found out that the cab driver had been drinking too and couldn't remember where he had driven Jess. He searched for a while, but gave up and went to Mexico. A federal agent tricked Jess back across the border into Del Rio, Texas, on a bar-room bet involving a bronc ride at an Independence Day rodeo.



Doc

Willis

Joe

Jess

With all the robbers arrested, all but \$100,000 was recovered. Facing stiff sentences, the gang members agreed to testify against Fahey and the racketeers. The prosecution aimed for the crooked postal inspector and his mob connections. Fahy receiving the longest sentence; 25 years in Federal Penitentiary at Leavenworth, Kansas.

It was impossible to determine exact amount stolen and recovered, as some insurance claims were not filed, and various deals were cut behind closed doors. Glasscock very likely kept a six-figure sum of loose diamonds and untraceable bonds since he eluded the law for the longest period. Having pleaded guilty, and suppling key testimony in convicting others, (Glasscock took the witness stand in place of Willis, partially as repayment for his accidental shooting of Doc), the gang actually received short sentences, especially considering no one was injured, excepting their own gang member. Not to mention that the majority of the money had been returned.



Chicago newspapers portrayed the "Newton Boys" as colorful cowboys due to the fact that Jess was brought to Chicago wearing rodeo clothes. Jess and Joe, lacking criminal records, received the lightest sentences, and these two brothers returned to Uvalde, Texas, where they led respectable lives,for the most part.

Willis and Dock spent years in Leavenworth, and on release Willis returned to Tulsa where he continued with his criminal connections. He rarely spoke about these years in much detail, but he was involved in local "nightclub wars" and was the victim of an assassination attempt at one point, being shot through his bathroom window while shaving. He survived and prominent episodes of nightclub arson were reported in the same time period.

After the April 6, 1934 murder of Constable Cal Campbell by Clyde Barrow and Henry Methvin in Commerce, Oklahoma, Joe and Willis Newton allowed the Barrow Gang to hide out in a house they owned in

Tulsa. Willis Newton's personal opinion of Bonnie and Clyde was quite low. He called them "silly kids" who only robbed filling stations and indiscriminately killed people.

In 1934, both Willis and Joe were sentenced to ten-year sentences in Oklahoma for a bank robbery they did not commit, based on specious testimony. They served at least seven years each. Joe returned to Uvalde, having already renounced crime, in 1924. Willis returned to Tulsa and the night club life but in the early 1950s also moved back to Uvalde, where he managed to stay out of prison and the limelight for the most part. Doc Newton was again arrested for bank robbery in 1968, in Rowena, Texas, but due to his old age the charges were dropped. Willis Newton was implicated in another bank robbery in 1973, in the town of Brackettville, Texas, but there was insufficient evidence to arrest him.

Jess Newton died on March 4, 1960, having lived out the remainder of his life as a cowboy in Uvalde. A veteran of the Texas Brigade of WWI, he died in a VA hospital. He never was able to remember where the buried money was, and often complained about the country being taken off the gold standard since he apparently lost a great deal of money when stolen bonds were left unredeemed.

Doc was hospitalized after a severe beating during his last arrest, and never fully recovered, although he lived until 1974, dying at the age of 83. Willis died of old age on August 22, 1979. He was 90, and remained fierce and unrepentant to the end. Youngest brother Joe Newton died at age 88 on February 3, 1989.

An Oral history book "The Newton Boys; Portrait of an Outlaw Gang", was produced with the help of Willis and Joe. Extensive audio interviews recorded in 1976 were the basis of the text. In November 1980, seventy-nine year old Joe Newton appeared on The Tonight Show and was interviewed by Johnny Carson. The 1998 film "The Newton Boys", starring Matthew McConaughey, Skeet Ulrich, Ethan Hawke, Vincent D'Onofrio, and Dwight Yoakam was based on the gang.



Track Warrants

Event	Location	Date	Status
36th National Garden Railway Convention	Gaylord Opryland Resort, Nashville, TN	May 30 - Jun. 5, 2021	Ngrc2020.com
GGRS May Meeting	Ted & Deborah Yarborough, 212 Love Dr., Chatsworth, GA	May 29	Pre-tour for Convention <i>also Drop by the Chatsworth Depot.</i>
GGRS June Meeting	Peter & Lori Thomas 422 Cothran Rd. Dawsonville, GA	Jun. 19 2021	In Planning Stage
GGRS July Meeting	Terry & Ginny Manning, 1201 Timber Glen Ct. SW, Lilburn, GA	July 17, 2021	In Planning Stage
GGRS August Meeting	John & Marge Lees 305 Town Creek Church Road, Dahlonega, GA	August ? 2021	In Planning Stage
SER Convention	Hilton Hotel Greenville, SC	Sep 9 - 12, 2021	Rescheduled
The Model Train Expo	Chatsworth Depot	Sep. 11, 2021	Outdoor Display
GGRS September Meeting	Dennis and Ellen Bass 1972 Lansbury Court, Snellville, GA	Sep. ? 2021	In Planning Stage
Model Train Show 2021	Clarence Brown Convention Center, Cartersville, GA	Oct 2 - 3, 2021	On a siding but still on schedule
GGRS October Meeting	Phil and Barb Jones 8084 Allerton Lane Cumming, GA	Oct ? 2021	In Planning Stage

Convention Pre-Tours



OPEN HOUSE

GARDEN RAIL

506 CREEKRIDGE COURT
WOODSTOCK, GA 30188
MAY 29 | 10 AM TO 4 PM





Deck Town and Big Stump Railroad

Built in a natural shady area with 300 feet of brass track, this 20-year-old point-to-point layout with reverse loops represents a branch line of the White Pass and Yukon railroad. A circular logging line is also featured on this layout. Trains can be operated using DC power or battery power using the Revo-lution system. There is a waterfall and pond on the layout and trains pass through two tunnels and cross over two trestles and four bridges. There are 12 buildings on this layout of which many have been scratch built.

Pre-convention Date: May 29 10:00 am to 4:00 pm (EDT)
 Owner: Dave Bennett / Train Installations LLC.
 Street Address: 506 Creekridge Ct., Woodstock, GA 30188
 Telephone Number of Owner: (770) 597-0038



PRR (Papa Railroad)

This 6-year-old garden railroad with 575 feet of brass track was designed for the owner's grandchildren to have experience building a garden railroad and the enjoyment of running model trains. There is a play area with pop up spaces for the children. Thomas and friends are featured in the children's part of the railroad. The layout utilizes full Digitrax DCC with 100 zones which are controlled by JMRI software. Seven to 13 trains can be run on this layout at one time. The trains pass a water fall and river, wind through two mountains, cross eight bridges and pass along four cities. Many of the buildings and detail features found on the layout have been 3 - D printed. Numerous plants have been utilized to land-cape the layout.

Pre-convention Date: Saturday May 29 10:00 am to 5:00 pm (EDT)
 Owners: Mike Carney
 Street Address: 124 Sweetwater Oaks, Peachtree City, GA 30269
 Telephone Number of Owner: (678) 763-5527

Denver and Rio Grande Western Chatsworth Division

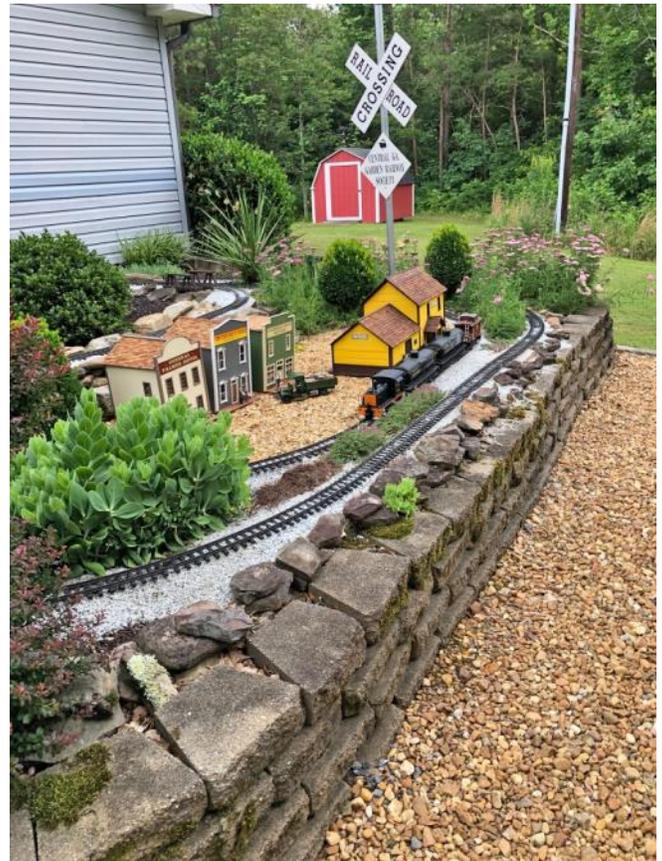
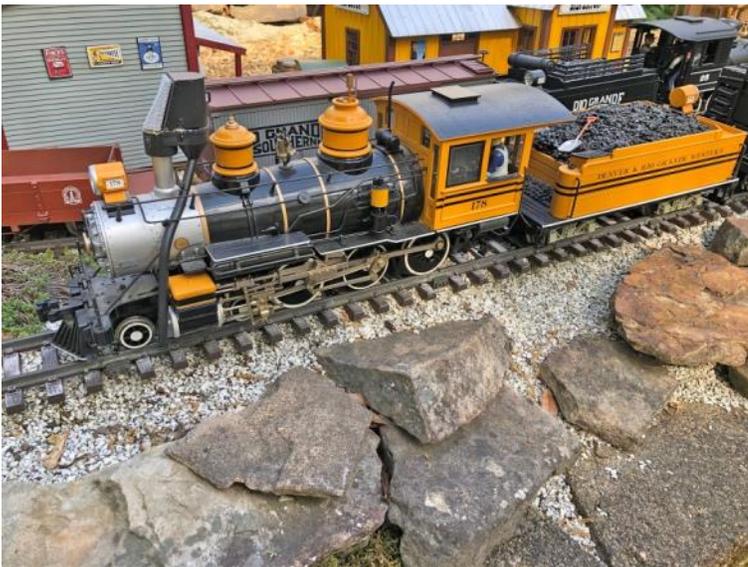
Featured in the June 2018 issue of Garden Railways and during the 2018 National Garden Railroad Convention, this 29 year-old track-powered layout has two separate garden railroads with three unconnected oval main lines, two branch lines and a dog-bone layout totaling about 250 feet of track. There are 24 custom-built wood structures, six bridges, two tunnels and numerous scale plants in the gardens. Towns on the main lines have been taken from the town names along the original Denver and Rio Grande line. Locomotives are 1:20.3 scale including three C-19s, two "Annies" and a K-27 locomotive representing the Denver and Rio Grande Western and Rio Grande Southern railroads.

Pre-convention Date: May 29th 11:00 am to 4:00 pm (EDT)

Owners: Ted and Deborah Yarbrough

Street Address: 212 Love Drive, Chatsworth, GA

Telephone Number of Owner: (706) 695-2155



1905 L&N Depot

The L&N Depot in Chatsworth, GA was built in 1905 as the Louisville and Nashville laid down track from Etowah, TN to Atlanta, GA. The railroad is owned and maintained by the Whitfield – Murray Historical Society and is the oldest public building in the city of Chatsworth. Inside the depot is a waiting room, an agent's office, express baggage room, and a freight room. Many Murray County residents worked for the L&N railroad and trains would stop daily to take passengers to Cartersville, GA and other destinations. Outside the depot is a 1960 Seaboard Coast Line caboose on static display. Inside the depot are two museums; one museum presents the history of more than a century of railroad service to Murray County and the second museum documents the history of the talc industry to the county. There is an operating 4x5 foot G-scale train layout with 10 feet of track and also an operating HO scale train layout for visitors to enjoy.

Pre-convention Date: May 29th 11:00 am to 3:00 pm (EDT)

Owners: Whitfield – Murray Historic Society

Street Address: 205 First Ave., Chatsworth, GA

Telephone Number of Owner: (706) 280-5535



GGRS 1:1 Train Ride

1:1 Scale Train Ride Saturday July 24

The Georgia Garden Railway Society's 1:1 scale train excursion for 2021 will be aboard the Cater Parrott Railnet diesel powered train, Azalea Sprinter, which is a brand - new tourist train operating in South Georgia. Our group will view the scenic country side of Rural Georgia, departing promptly at 9:30am. from the Nashville Georgia Farmer's Market and traveling North to Willacoochee along the Historic Georgia

and Florida Railroad, then returning to the Farmer's Market. The ride is 35 miles, round trip and takes approximately 2 ½ hours. There is plenty of free parking at the Nashville Farmer's Market.

Our group will be seated in the table car, a stainless-steel car from the Royal Palm, a named passenger train that ran from Cincinnati, Ohio to Jacksonville, Florida on the Southern Railway. The train last operated in the 1970's. During the round-trip ride, enjoy complimentary water and light snacks; additionally, you will have access to other concessions and the souvenir stand inside our car.

Some of the GGRS like steam trains, so this trip will have a special treat. After the Azalea Sprinter ride and lunch, GGRS members can venture on their own to visit the Georgia AGRIRAMA in Tifton, where a Vulcan 0-4-0 steam train operates. Tifton is about 30 minutes northwest from Nashville and is located right along I-75. The train runs until about 3:30pm on Saturdays. Tickets are \$7.00 for adults or \$6.00 for seniors and can be purchased individually at the large store located at the museum entrance. Also located at the AGRIRAMA, in addition to the train ride, are many fine examples of turn of the century architecture that could be great modeling inspiration for our G-Scale layouts. These are original Georgia buildings, just relocated to the museum. To see this train, go to: <https://www.youtube.com/watch?v=esP5DqI3o-k>

After much negotiation with the owner/operator of the Azalea Sprinter, we have been granted the OK to use group rate even though we were short a few seats. We have 16 participants and no additional fees will be required! You may still join us, but must purchase tickets at the Station at regular prices.



Rider Review: J. Clay Singleton regarding his trip on the Azalea Sprinter

We rode on the Azalea Sprinter this weekend and thoroughly enjoyed ourselves. The train consists of two engines, a caboose and two passenger cars -- one with tables and the other with passenger car seats. Our afternoon trip went from Nashville Georgia to Valdosta. Nashville is about 3 hours north of Orlando. The morning trip goes from Nashville to Willacoochee. Both trips are through Georgia rural pine forests and pecan groves. Of course, you never see the best side of any town from the railroad, but the scenery was pleasant enough. Both trips take about 3 hours.

If you go, we recommend you stay at the Our Place hotel in Nashville [Our Place Hotel | Nashville Georgia Hotel | Luxury Hotel in Nashville, GA](#)). The hotel is in an old warehouse and the conversion was very well done. The hotel is a one block walk from the Farmer's Market where the train departs and arrives. Dining options in Nashville are very limited so we went to Valdosta. We recommend "Mom and Dad's," a family Italian restaurant with great food -- 4143 N Valdosta Rd, Valdosta GA 31602 -- about 30 minutes away from Nashville.

Gandy Dancers

Highlighting Members and their work

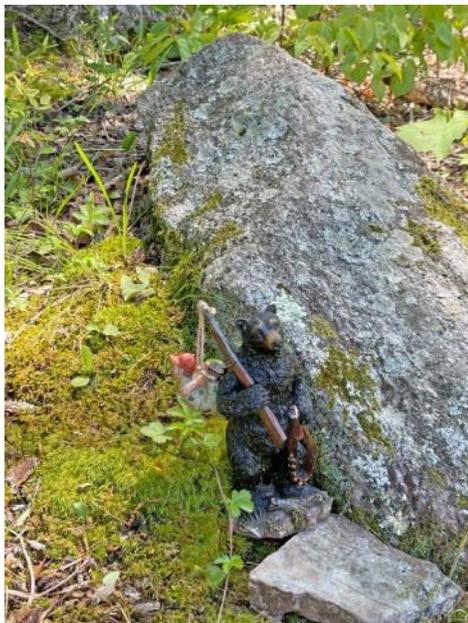
Theme for the Month - Animals on your Railway

Does your railroad have any critters on it? No, we don't mean those electric mini trains We asked everyone to send in photos of their favorite scenes bearing animals. (HA,...bearing.....Get it?)



Left: This photo of the hippo pen at our zoo is one of my favorites. . - Terry Manning

Below: The cows have been corralled, and are ready for shipping . - Ted Yarborough

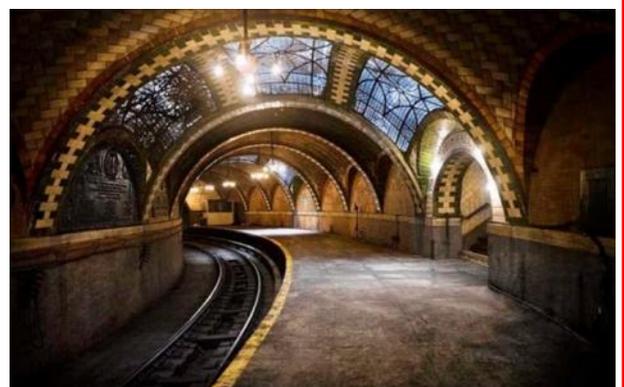


Left: Gone hunting. - Emil Decker



What subway station refuses to allow passengers to enter or exit the train?

Answer on page 19.



Project Finished !

In one of the winter issues, the Gazette published a picture of my dilapidated farm buildings. Repairs are completed and the ranch is open again for equestrian rentals.

Before



After

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.)

CONFIRMED LAYOUTS FOR TUESDAY

Johnson layouts

Outside "Evergreen Railroad", Inside "Small Town USA"

Many layouts are at this location! One indoor, one outdoor from the Johnson's as well as a friend's layout by Mr. Ethridge – all are large-scale.



The Outside layout is one of the newest layout in the club. (It will be 20 months at the convention.) The layout is 10x60 feet and has numerous live plants. This DCC layout uses 140 feet of brass track. Numerous buildings and figures will be on the layout as well as a 10' tunnel and a 7' bridge. (Rumor has it this layout is growing larger!)

This Inside layout is 18x20 foot, inspired by a 1960's small town, similar to what would have been found throughout the USA. The layout features hundreds of vehicles, figures, and lights, highlighting tons of detail throughout the layout. Street lights are all working traffic lights. Many areas have sound effects with built in pushbuttons. Five bridges and plenty of buildings, along with numerous settings/scenes throughout including a classic car show, a band playing at the park, mechanics working at the shop, a stubborn Southern Baptist church, and lots of other creative ideas. Of course, you will also be surprised by the disappearing tunnel. This layout has 150 feet of brass track and uses DCC.

Ethridge layout "Walter's Midway"

This layout is located at the Johnson home listed above, so there are many layouts at this location. From Walter... "This layout was built by my very best friend Carter Johnson at his house. I never had a chance to have an outdoor layout. When I got out of the Air Force, I worked at a local amusement park in Nashville called Fair Park. I was manager of the roller coaster for three years and this layout with all of the rides takes me back to the times when I smiled and laughed at other people having fun because of something I did. The track-powered layout has 140 feet of track. At the amusement park, there are 14 animated attractions and 4 which are unanimated.

Black Family Layout Ain't Misbehavin' RailRoad

This layout includes over 1500 feet of track (and will be over 2000 feet by convention time), designed for elevated rail using battery and/or track power. The layout includes a pond, live fish and plenty of scratch built buildings as well as kit buildings.



There are two main lines on this sprawling layout. Two bridges and over 60 buildings showcase what you can do with elevated rail.

Bamburg Layout Tennessee & Virginia RR

This layout was designed to represent southeastern Virginia and Tennessee and is an elevated rail layout. It uses DC track power and is a folded dog-bone design. 20x50 feet at present with 500 feet of brass track. The layout has about 15 buildings and some live plants, and was designed to be easy to maintain.



The layout has grown and now has a second inside loop that is roughly 15x35 feet. The layout regularly has D&RGW, MW, and Southern trains running – and just about anything else the owner fancies. This layout uses an elevated rail system and an in-ground design.

Fiddler's Grove

Fiddler's Grove will have trains, food available for purchase (food is included only with bus tours) and is the location for a small train museum. This location is inside the Fiddler's Grove Historical Village, where the organization focuses on preserving local history/heritage.

This area and layout was damaged by the Tornado's that came through TN in early Spring of 2020. We will update you as soon as possible on features. The lunch event will start sometime around 12pm with a catered meal. (Again, tickets are required for the meal.)

To see more info on the Historical Village, please see <https://fiddlersgrovetn.com/>

CONFIRMED LAYOUTS FOR WEDNESDAY

Jungst Layout J2A Railroad

This layout is agriculture themed and has a 7 and 24 foot long trestle. Modern diesels tend to run most often.



This layout is track powered and is mostly a loop design. The layout features numerous scratch-built structures and extensive use (50+) of live plants. 35x22 feet in size at present using 223 feet of brass track.

Miller Layout Nashville Chattanooga Garden Railroad

This layout is a freelance layout with over 1800 feet of track, and will be growing larger before the convention! The layout runs steam, live steam and diesel locos and has more than 60 buildings.



The layout blends elevated rail and track laid in the ground to showcase the best of both options. Numerous trees dot the landscape, as well as signal crossings and bridges. The turntable has plenty of space for trains and has a siding that runs trains into a true trainshed for storing trains and gear. (As of yet, we do not have a way to get an image of the entire layout. We estimate the layout to be 100x300 feet – but that is likely too small.)

Rea Layout Nameless Victorian Industrial/Estate Railway

This layout is a “Victorian era” light railway using British and American prototype two-foot gauge equipment. (One key difference is the track gauge, as coarse O gauge track (32mm gauge) is used to model 2’ gauge prototypes, so the scale is 16mm to the foot, SM32 or 1:19 scale.) While very uncommon in the US, this scale/gauge combination has a well-established following and support in Great Britain going back to the 1930s.

This the fourth garden railway the owner has built. The line is built on elevated pressure treated lumber and commercial Peco (UK) SM32 Streamline trackwork was used. The result is a 60-foot circuit with a minimum radius of 48 inches, a single passing siding and a locomotive steam-up bay and pit to prepare and “fire” the locomotives. This layout is a very hands-on operation of live steam trains.



Heald layout Colorado Memory

This layout represents Colorado narrow gauge railroads of the 1880-1930's.



Many small towns and a trestle grace this railroad that uses track power to cover its 50x50 footprint. Numerous scratch-built buildings, stations, and a bridge can be seen. The layout uses roughly 350 feet of brass track and uses elevated rail.

Hussing layout "Petrified Creek Railroad"

Site preparation started in the fall of 2020 with large rock placements and construction of a 3-foot retaining wall across the 80-foot front. The design is a basic folded dog bone with an additional outer loop and a couple of spurs to mining and logging operations. A narrow-gauge design at 20.3 scale, it will feature approximately 800-feet of Llagas Creek Code 250 aluminum track stretched across a rectangular area of about 80' X 28'. The inner loop has a slight elevation change with a maximum grade of 3% that enables this mainline to fold over itself and will feature a long curved trestle at the elevated end of the dog bone. A small creek runs through the center of this rock filled area giving the opportunity for numerous bridges of wooden truss designs. Initial design for electric rail power, but moving toward RC battery power operation in the near future. Motive power is primarily steam era with geared locos (Shay and Climax) working the logging and mining areas and larger Consolidation K-27 locomotives running on the mainlines.

TN Central Railroad Museum, #576 Steam Restoration & Layouts

This location is where the Nashville Steam Preservation Society has loco #576 in restoration. You will have a chance to see this loco, though we do not have updated information on the state the loco will be in at the time of the visit. Some guided tours will be available for the bus travelers.



CONFIRMED LAYOUTS FOR THURSDAY

Webb layout "West Franklin Short Line"

This railroad is on a raised bed and encompasses a over 350 feet of track. The track is wired in blocks, controlled by a switch panel (that Larry built) and two Bridgewater power supplies. The railroad is "L shaped" with the largest width approximately 25 feet and a length of 45 feet. It has a 14-foot curved wooden trestle, 5-foot-long curved chord truss, one deck girder bridge, one through truss bridge and another trestle that carries two tracks for about ten feet. A highlight is the artificial rock work, which Larry crafted and painted on site. A number of buildings are scratch built, and have been on the railroad for many years. Many dwarf plants, some which are over 20 years old, are on this layout. The railroad is lighted for night time operations using period lighting.

Anderson Layout Copperline Railroad

Built in the summer of 1999, the Copperline Railroad has about 100 feet of track powered brass rail. The layout has a waterfall and pond with a bridge that crosses over the stream from the waterfall to the pond. This layout has a high level of details in the scenes. Three locomotives have been converted to battery power to give additional flexibility in running trains. In 2019, a patio and pavilion were added in the center of the layout.



Veach Layout "Veachwood Express Railroad"

The Veachwood Express railroad has 185 feet of brass track and meanders around Ruth Ann's flower and herb garden, a koi pond, and Bobby's practice putting green. On the layout is a 16-foot-long bridge along with four feet of cribbing. Structures on the railroad have been scratch-built out of cedar and pressure treated wood.

Fisher Layouts "GB&J Railroad" and "___"

Two layouts are at this location! One outdoor large-scale, one indoor O-Scale. These layouts will only be accessible via bus tours. There will be **no** listing of this address in the Convention book.



The outdoor large-scale layout uses DC track power and is roughly 25x55 feet in size. This layout has numerous hand-carved rock tunnel portals and the rock layout/bed retaining wall, made without mortar in the old-fashioned tradition by a stone mason/craftsman flow in from Europe. This layout is designed for low maintenance and has numerous "decades old" trees carefully manicured. Numerous hand built trestles and tunnels give a great view of trains from all angles.

The indoor layout is a fantastic O-Scale layout encompassing almost the entire basement level of the home. Multiple home additions were made to house this layout, including a special multiple trip project from the power company to build the infrastructure needed! Thousands of building lights and tons of time and effort went in to every detail of this layout. Hundreds (if not a thousand) of buildings were placed on this layout with numerous special figures, characters, and some one-of-a-kind locos as well. Scratch built buildings are the norm. Numerous interior and lighting details make this layout a spectacular must-see.



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



Get a new shirt this year !

Engineer's Wish List

Sally Bando | 404.550.4816 | sbandogeorgia@comcast.net

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

Embroidery Design and Gifts
Georgia Garden Railway Society Club Shirts
Each Shirt will have the club logo on included in the price.

Contact Sally for other designs



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



Train Installations, LLC

Woodstock, GA 30188

770-597-0038

dave@traininstallations.com

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

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

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

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

Thanks - Dave 770-597-0038

With Jeff Damerst's permission, I am inviting all readers to check out our "preview page" at www.railclamp.com. You are among the first to hear the news. I am relatively new to G Scale, but have decades of experience in the smaller scales. So when **Split Jaw Products Inc.** closed down, and nobody else filled the void, I decided to enter the model train business. All products will be made in the USA at our factory in **Georgia**.

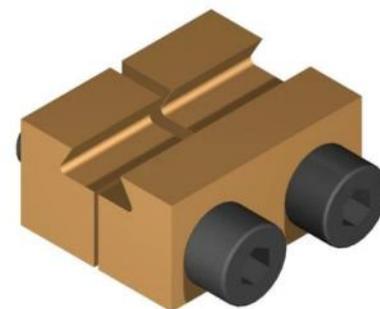
If you are a G Scaler, the website has a form where you can sign up for announcements.

Happy Model Railroading!

David

PS. We plan to exhibit at NGRC in Nashville.

This is good news for a product no longer extinct !!!



Visit us at Trainz.com



trainz.com/products/trainz-digital-gift-card
<http://trainz.com>



Abandoned Subway Station 9 “City Hall Subway Station”

Imagine arriving at a station and slowing down but never actually grinding to a halt to let people off. This is exactly the case for City Hall subway station in New York City. Built in 1904 with the sole purpose of being the glamorous station for the city’s brand-new subway system, it was designed to attract people into the subway type of transportation with its beauty. Designed by renowned architects Heins & LaFarge, the station featured innovative vaulted tile ceilings by master artisan Rafael Guastavino. Its elegant chandeliers, leaded skylights, and graceful curves inspired awe among visitors. It worked for a while. Over time, however, the severe lack of passengers and redesigned trains made the station unsafe and ultimately rendered it unsuitable for use.

Thankfully, due to its beautiful look and the potential renovation cost, the city decided to simply leave the station there. At the end of 1945, it was closed forever. Today, the No. 6 train always passes slowly through City Hall station and takes passengers back in time to witness the beauty of this regal station. The station was listed on the National Register of Historic Places in 2004.

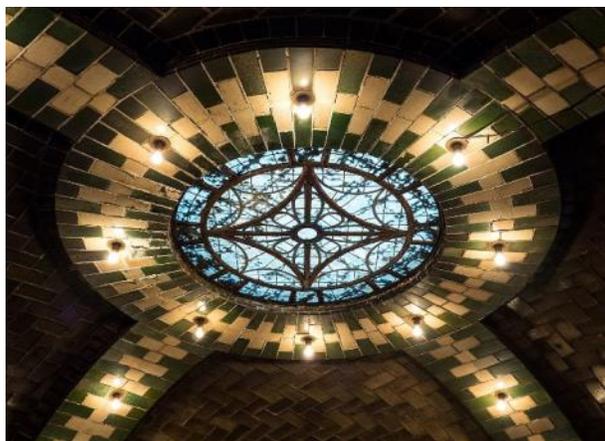
New York Transit Museum members have the opportunity to explore this New York landmark through exclusive guided tours, at \$50 a ticket. Tickets sell out quickly.

<https://www.nytransitmuseum.org/OldCityHall/>

[https://en.wikipedia.org/wiki/City_Hall_station_\(IRT_Lexington_Avenue_Line\)](https://en.wikipedia.org/wiki/City_Hall_station_(IRT_Lexington_Avenue_Line))



Photos by Rhododendrites - Own work, CC BY-SA 4.0, <https://commons.wikimedia.org/w/index.php?curid=69735292>



Yard Hostler

The National Convention in Nashville is just around the corner. My how time flies. Are you going? Bring back some pictures for the Gazette. Make sure you take advantage of the closer events happening this summer. The August gap in the GGRS Scheduling has been filled. Would you like to have us all over to your railway? We are looking towards greater activity for the coming year. . . Let Pam Williamson know and she will get you on board.

pspaan@msn.com

770-851-9462

We got few animals on our railways sent in this month. I hope this does not spell extinction. Perhaps they were indoors..... Oh well,.. For July, let’s look for your favorite paint scheme to share in the Gandy Dancer Section. Everyone has a favorite flag, and the paint scheme that it uses or used. If you have a preferred engine, car, etc., that shares your favorite colors in your collection or even a frequent visitor to your line, then send in a photo. “Red or yellow, black or green-blueorangepurplewhatever...”

See you in Nashville !!

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