

GGRS Gazette November's News

President's Message

As I conclude a 2-year stint as president of the GGRS, I thank the Executive Board members that served with me over this period for their contributions to the management of the society. Sincere thanks also go to the active members that served in so many volunteer activities at exhibits and train shows, in hosting monthly meetings, with participation in plant and train swap events, and by planning excursions. Y'all are the greatest! In spite of the Chinese virus, our members carried on many activities of our group during this year's warm weather months. We regret though that some members of course could not be active in events this year because of health concerns. As the virus dies out or a cure is found we look forward to seeing all of our friends again in 2021. As always, just chugging along...

Terry Manning,
President

Train of Thrones ??



George R.R. Martin, the famed author of the "Game of Thrones" fantasy series, has joined a group to buy the historic Santa Fe Southern Railroad. Violet Crown cinema owner Bill Banowsky, National Dance Institute of New Mexico co-founder Catherine Oppenheimer and Martin recently purchased the decades-old railway and trains along the 18-mile spur line from Santa Fe to the community of Lamy.

The first Atchison, Topeka and Santa Fe train to reach Santa Fe arrived in February 1880. The train served the city for well over a century. In 1991, the successor to the Atchison, Topeka and Santa Fe Railway closed the spur. The Santa Fe Southern Railway formed to buy the right of way, buildings, and equipment for the short-line operation.

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Oppenheimer said, "There's something about train travel that brings you back to a time that we assume was a simpler, more community-based time, long before the internet, before air travel, even before television."

The trio also acquired two locomotives, 10 train cars, and a historic station house currently used by Amtrak. Martin, Oppenheimer, and Banowsky have many plans for using the railway, including renting it out for TV and movie production or possibly "a super-fun train experience that builds in the history and culture and natural beauty of New Mexico." George already owns a cinema in Santa Fe and a bookshop next door called Beastly Books.

Continued page 2



"It is going to take a lot of work, more than a few bucks and a fair amount of time to get the railroad running again," says George. "There are tracks and trestles to inspect and repair, old historic coaches to restore to their former splendor, and a dead locomotive to bring back to life. And the coronavirus has slowed the process way down. But sooner or later, we do hope to have the old Lamy Line chuffing and puffing once again, and we have all sorts of fun ideas for the future - live music and murder mysteries and train robberies and escape rooms and, well, we shall see."



George R.R. Martin, now 71-year-old, believes it's "a deep-buried case of Train Lust" from his childhood that prompted him to buy the defunct Santa Fe Southern Railroad. "Even though I'm an old guy, I'm a 13-year-old inside."

The Next Whistle Stop

The Williamsons

During the summer of 2019 the R&P Railroad was expanded from an indoor test track and suspended double track Interrail to now include an elevated outdoor layout. Set in the Baby Boomer era the layout is approximately 200 feet of flex track with 2 main lines and a siding running through the Hoptown station. To enter the siding there is an ached foot bridge that doubles as a tunnel. Feel free to bring your trains to take a run on the R&P Railroad which supports track power as well as DCC battery power. The outer curves have a five-foot radius and the inter curves have a four-foot radius.



Track Warrants

Received an email last week:

I heard from Mike yesterday. First open day should be Oct 22nd. New location for TrainMaster is:
1359 4th Ave
Auburn GA 30011.

Go buy some stuff.

Theme for the Month - "In Spite of it all, I am happy and thankful with Garden Railroading because.....":

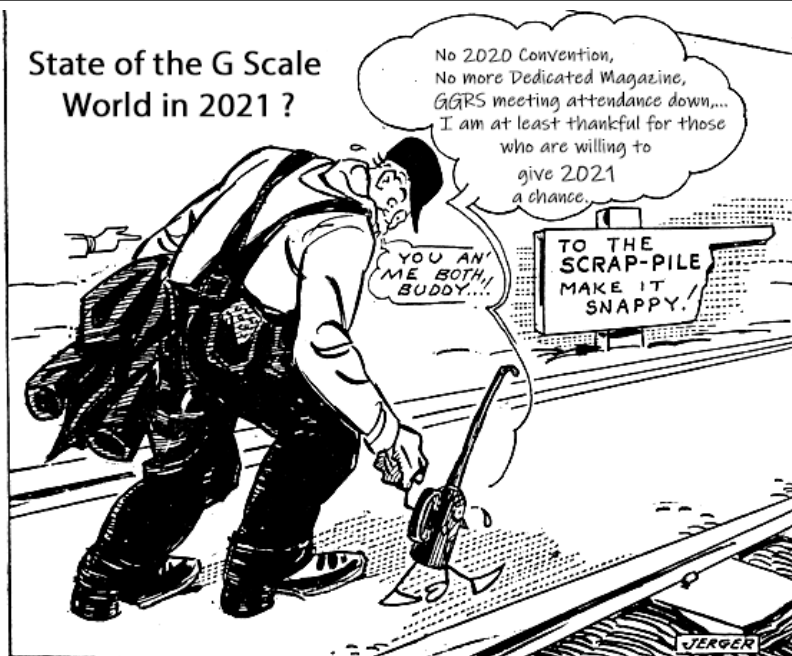
Members were asked to send in photos and or remembrances of whatever was the high-point for them in the world of "G" in a year of so many low-points.

With no responses, we move on to Dec.
What R.R. Holiday Decorations are you putting out this year ??????

Send in your ornaments, wreaths, table Decorations, etc.

Just don't ruin someone's "Surprise Present" with an early publication here.

Event	Location	Date	Status
36th National Garden Railway Convention	Gaylord Opryland Resort, Nashville, TN	May 30 - Jun. 5, 2021	Ngrc2020.com
NEXT GGRS Member Hosted Meeting	Your Layout ??	2021	Plan Now!



The locomotive engineer's oil can is being dispensed with entirely by the adoption of the pressure grease system of lubrication.



INTRODUCING A NEW LOCATION FOR 2021!

The Clarence Brown Conference Center

5450 GA Hwy 20 - Cartersville, Georgia
Easy access from Hwy 41 and 75. Hotel available next door.

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

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

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



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

NMRA SER News

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



The restoration of the Southern X376 Caboose: Part 6 of a series

by John Lees

The rains came

It never seemed to stop. Rain for two days, a day off, and then it returned. Then one night the truck driver called and mentioned he needed his trailer. It had been an unusual two-day period of sun and he asked me about the yard. After we talked, we agreed that if the rain stopped for a seven-day period, I would call the crane company. I call the night of the sixth day. I was asked to drive my car from the street to the place the truck would stop and report back. I did as requested, and I also dug a few holes along the way. The car did well. The soil was wet from the surface to about three inches and then was dry. The man from the crane company decided he wanted to talk to the truck driver. About an hour later, the crane man called to tell me we would wait three more days and he would arrive first thing in the morning on the fourth day. I let the neighbors know that they might want to come over and watch. The rain held off and early in the morning of day four a pickup truck pulled in the driveway from the crane company. It was the boss. He walked around the yard with little to say. The crane arrived about 45 minutes later. They stopped in the road and directed traffic around the machine.

The driver and two other men discussed the situation over by the track we had put down. I walked over to see what was going on. About that time the truck driver arrived and joined in on the discussion. The crane man was concerned about the wetness of the yard. They were trying to decide if the crane should be pulled forward to a point and then backed into position or, if the reverse should happen. He was saying that the crane weighed 100,000 pounds. It was six-wheel drive, but for safety reasons all wheels went to neutral if any one began to spin. There could be no room for error because spinning wheels would cause a major problem. They started to pull the crane in and then changed their minds. Back out on the road, they turned it around and backed the machine in to get it off the highway. The boss came over to discuss their decision and give me another one of those choices I did not want to be given.



Here were my options; Take the crane back to the shop at no charge to me, or give them permission to bring it in and set it up. The second option came with some significant risk to me. If the crane got stuck, he would have to call in a special tow truck from about 50 miles away and they would use it to move the crane around. Then, after the lift was over, the crane would have to be removed from the yard using the same tow truck. If they could not remove the crane, I would have to continue to pay rental by the day until it could be removed.



The restoration of the Southern X376 Caboose: Part 6 (Cont.) by John Lees

The truck driver needed his trailer, the crane was in my driveway, the men knew what they were doing and I had to believe they had fought mud before. I weighed my options on the monetary scale. I asked about the cost of the tow truck for a day. I asked the truck driver his opinion. He said it was my choice, but the tow company was very good at what they did. If they were needed, he had seen them in action before and had a great deal of confidence in their work. I turned to the crane guys gave them the go ahead and sucked in my breath.

The unloading of the Southern X376 Caboose



The crane backed easily over the yard to the turning point. The driver put it in forward and the right wheel began to spin. He stopped quickly. The crew came over and put boards under the wheel. Pushing on the accelerator again the wheel in front of the problem wheel began to spin. Gravel was produced and shovels full were placed under wheel two. The third attempt to go forward caused both wheels to spin.

The crane man called the tow company and a one hour wait followed to allow the tow truck to arrive. I was trying to visualize how big a tow truck would be needed to pull a 100,000-pound crane. I decided it would be the kind that pulled 18 wheelers out on the interstate. I was very surprised when a stubby four-wheel two axle truck pulled in the yard. The driver looked closely at the problem as he approached the crane. Without any conversation he turned and backed the truck toward the crane stopping a good twenty-five feet from the front of the crane. He got out and used some controls that allowed the cable to be released toward the crane. The cable was attached to an area under the cab. The tow driver then caused the hydraulics to bring two long steel arms down from the back. They were on hinges about the height of the back bumper and the tops looked like the heads of pointed shovels. When fully down, the heads were spiked into the ground.



I walked over to the tow truck to look closer at the steel rods coming out of the back. The driver told me that they would provide the resistance that causes the tow truck to remain in place and the crane to move. He said the front of the tow truck would come up off the ground as the cable was pulled toward the truck. He told me to watch because when the front wheels of the truck were at my eye level, the crane should start to move. Once the crane started to move, it would cause the wheels to come back down to the ground and the crane would move easily after that. As the man explained, the crane was moved into place.

At this point the truck driver walked to the road, got his cab-over tractor and backed up to the caboose. In a few minutes the trailer was hooked up and ready to move onto the highway. He backed the rig out onto the road with the help of my son-in-law, who was appointed to stop any traffic coming down the road. The truck was driven over to the right as far as it could go while remaining on blacktop. The driver pulled up past the end of our drive, until the dual wheels on the cab were in line with the entrance to the drive. Then, the rig was backed and I could see a slight turning of the steering wheel as the dual wheels began to come away from the edge of the road. The front of the cab was now in line with the drive opening and the 18-wheeler came to a stop.



The restoration of the Southern X376 Caboose: Part 6 (Cont.) *by John Lees*

Shifting the gears out of reverse the driver cut the steering wheel all the way left and hit the accelerator. The cab seemed to come across the road at a right angle to traffic and came into the cement drive like threading a needle. He drove the cab on the blacktop until the back wheels came even with the flower bed located a good ten feet from the pavement. He previously told us to remove the railroad ties that surrounded the flower bed, and we were about to find out why. He cut the wheels to the right without any slowing of his forward progress. The cab went to the right onto the yard. With all of the cab movement, the trailer was responding in an interesting way. The front seemed to shift left and right with a quick movement. The trailer moved at a 45-degree angle from the right lane of the road to the driveway. The angle held true and the trailer moved across the flower bed in a fluid movement just as though the driver was pulling a small utility trailer.



Now the plan was to keep the truck moving, not losing traction, and proceed to a tree picked as the stopping point for the front of the cab. I noticed that the load and trailer seemed to develop a right leaning list as it moved across the lawn. Steadily the big rig made its way to the designated spot. The truck came up to the stopping place and I noticed the crew manning the crane had moved from their positions next to the crane to the back end of the tow truck. One was talking to the driver while the other two were behind the truck, one pulling the cable while another was releasing it from the locked cable wheel. The cable end was taken to the side of the semi-trailer and attached to one of the wheels of the caboose. They noticed the list was increasing and there was a danger that the caboose, trailer and cab were all going to roll into the woods. The tow truck operator tightened the cable and was now holding the entire rig in place.

The mobile home slings were pulled through the wheels while the crane was turned to bring the cable over the caboose. Everything was attached and the crane operator brought the slings tight. A modest lift tension was placed on the sling and the listing danger was now passed. They began the process of releasing the straps that held the caboose in place. With all attachments released the crane lifted the caboose up about three feet. The caboose lifted easily, with only one problem. It was about 15% out of level, side to side, because the trailer had been tilted.



The restoration of the Southern X376 Caboose: Part 6 (Cont.) by John Lees



That problem would wait because another issue needed addressed. I had changed my mind about which end of the caboose should be the farthest from the house. It was time for them to rotate the caboose 180 degrees. Bringing the caboose to the correct distance from the crane, one of the men walked out on the deck of the crane and simply pushed one end of the caboose. It rotated effortlessly very slowly until the rotation was finished.



With the truck driver down by the tracks, the caboose was centered left to right on the 39 feet of track. The lowering of the caboose started and went well, with a man on each corner keeping the wheels directly above the rails. In the back of my mind I was remembering how difficult it was to put a model rail car onto tracks when it was out of level. That memory held true for a real railcar. All the wheels were in place except for one. It was sitting directly on the rail, off from the target by three inches.

The crane operator called me over. "You have two choices on this part", he stated. Choice one was, lift the caboose up and place it on the lawn long enough to take the tension off the straps which would level the caboose. The downside was that the caboose might become stuck in a semi moist ground. The second choice was to take all lift out of the harness and have the weight push the wheel over and drop the caboose in place. The downside about this was for all I knew, the drop could cause a rail to move out and the caboose would fall. I told everyone standing close to move and had the operator lower the load. It "popped" into place. In less than a minute the caboose was resting on the rails and the straps were being removed.





The crane operator stepped out of his cab, and in a loud voice told me to take the honor of officially placing the wheel chocks signifying completion of the task. I had purchased an OSHA set just for this very ceremony. As all eyes were on me, the truck driver quietly walked to the backside and wrapped a chain around one wheel. That chain was actually the functioning wheel chock, while mine was for show.



The restoration of the Southern X376 Caboose: Part 6 (Cont.) *by John Lees***Removing the equipment from the front yard**

The crane was now sitting almost axle deep in the front yard. The short tow truck had already saved the day, and it was about to perform a task that seemed impossible. The same technique was used to remove the crane as was used to help the placement of the crane. The end result was a yard trashed and a driveway broken along 12 feet of edging. The crane drove off while the tow truck remained to help the truck driver. The cable was attached to the back of the trailer and the tow truck sat at a 90-degree angle and dragged the back of the trailer about 15 feet. That allowed the driver to back out with only a sharp turn required at the highway. Both the heavy hauler truck and the tow truck now exited the scene.



It was very hard to put into words the feelings and thoughts I experienced as I stood by the road watching the last of the equipment drive away. Turning around, I saw the caboose in place after all my years of searching, dreaming, planning and failures. It was overwhelming. The realization that I had no idea what to do next was something I kept to myself. After all, I got it here, didn't I? Anyone who can do that, can figure out what to do next.

Highballing down the Track

Hindsight is...

2021!



2021 National Garden Railroad Convention Update

May 30 to June 5, 2021 Nashville, Tennessee

For nearly everyone, 2020 has been a very difficult and challenging year unlike any year we have ever experienced before. In less than 250 days on May 30, 2021 the 36th National Garden Railroad Convention, hosted by the Nashville Garden Railway Society, kicks off at the Gaylord Opryland Resort and Convention Center in Nashville, TN. For the Nashville Garden Railway Society, we have renewed our focus on getting the 36th National Garden Railroad Convention back on track and hosting the convention. Why not make plans to join us and your fellow garden railroaders at the convention? In this newsletter we want to update you on several items related to the 36th National Garden Railroad Convention. Please be aware we are still dealing with a very fluid situation due to COVID-19 pandemic. We are trying to manage these situations as they arise to the best of our abilities. Rest assured we are not going to take risks that jeopardize the health and safety of our guests or club members. We will continue to follow CDC recommendations and local health regulations. Schedules for the convention could change due to COVID-19 conditions or event locations forcing us to make changes which could be out of our control. If we become aware of a change that would affect any event you have purchased a ticket for, be assured we will contact you either by email or phone call. Changes affecting the convention will be included in future newsletters, posted on the Convention website (www.ngrc2021.com) and also on Facebook.

Convention Registrations

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

Vendor Hall

We thank all the vendors that transferred their booth space reservations in the vendor hall to 2021. We will be sending out new 2021 vendor hall contracts for you to sign and return. If you would like to increase the number of spaces for your booth, we have booth space available and the prices will be outlined in the new vendor contracts. We will be contacting you to review your contract by the end of this year. We look forward to having you and your business present at the convention. If the Nashville Health Department still requires social distancing when the convention starts, the vendor hall is large enough to allow us to have an open booth space between every two vendors.

Convention Banquet

We are pleased to announce Ms. Irlene Mandrell and The 12 South Band will be performing at the convention banquet. Both entertainers were gracious and willing to transfer their commitment to perform at our convention banquet to June 4th, 2021. There are plenty of tickets available for the convention banquet. Two lucky people, who stay a minimum of 5 nights at the Opryland Resort and Convention Center and are in attendance at the Convention Banquet, will have a chance to win a drawing for one of two beautiful USA Trains SD70 locomotives that have been custom painted in the CSX "Spirit of Nashville" livery by Fred Tennyson. These locomotives are absolutely stunning and Fred did outstanding work painting and decaling the locomotives.

Un- Convention Cars

A special THANK YOU goes out to everyone that has stepped up to help support the Nashville Garden Railway Society by purchasing one or more of the 2020 National Garden Railroad Convention hopper cars. In addition, we like to recognize one business and several individuals that have been contacting their club members to help us sell "un-convention" cars and collecting the money for us. To Mick Spilsbury, Richard Friedman, Mark Edwards, Roy Williamson, and Robby Dascotte from RLD Hobbies, we are sincerely appreciative for all you have done to help us out. THANK YOU! A significant number of cars have been cleared from our inventory, but we still have cars available for sale. If you are interested in purchasing a 2020 convention car, please contact us via email at: ngrcnashville@gmail.com. At this time, no final decision has been made about producing a convention car for 2021.

With Football taking it's **COVID** lumps along with the rest of us, perhaps its time for some football train trivia.

What was the **Wreck Tech Pajama Parade** ?

- A. A UGA stunt to all show up at Tech Stadium in Pajamas, like they partied all night.**
- B. Georgia Tech got on the wrong train to a Florida Game. The game was delayed from a night game to an early one the next day, hence the pajamas.**
- C. Georgia Tech's train to the Rose Bowl game arrived late due to a train wreck. They paraded into the stadium in their pajamas.**
- D. Auburn ROTC cadets pulled a "fast one" as an engineering stunt on the train delivering Tech team players to a game there. There is an organized parade at Auburn to celebrate it.**

Answer on page 19.

2020 Piedmont Pilgrimage -- An Online Tour of the Atlanta Area's Great Model Railroads

The Piedmont Pilgrimage is sponsored each year by the Piedmont Division of the NMRA. Founded in 2003, and occurring in the October-November timeframe each year, this event usually features open house presentations of train layouts located throughout our area. Social distancing to minimize chances of contracting the **COVID - 19** virus has affected a lot of activities, including the Piedmont Pilgrimage.

The Piedmont Pilgrimage committee therefore decided that in place of the regular open house style tour, the committee has developed a "virtual tour" for this fall.

The virtual tour will include posting new videos of hosts' model railroads on the division's pilgrimage website and may include an opportunity to ask questions of the hosts about their railroads.





Filming of these videos has been taking place during the last several months. The purpose of these videos and interviews is designed to focus on what is new on the hosts' railroads. Camera people have been visiting each host's layout to shoot scenes on the model railroad and to interview the host. The edited videos have been uploaded to the pilgrimage website for viewing at a scheduled time and date.

The current plan is to show the videos on Saturdays and Sundays beginning on Saturday, October 31, and concluding on Sunday, November 22.

As a Club, the Piedmont Division of the NMRA is looking forward to returning to in-home visits for the 2021 Piedmont Pilgrimage with tour booklets, as has been done prior to 2020.

For more information, please visit the Division webpage @ <http://www.piedmont-div.org>

Or the Facebook page @ <https://www.facebook.com/PiedmontNMRA>

GARDEN RAILS FROM OUR CLUB

James & Sally Bando's Grand Western Mining Company Railroads

Sunday, November 1, 2020 - 9:00am

All three of our layouts (HO layout, outdoor garden gauge layout, and indoor garden gauge layout) depict Colorado gold mining areas in the years 1900-1920, with cowboys, horses, ranches, and mines. The Grand Western Mining Company (GWMC) owns the Idalee silver mine and the Grand Western Mining Company Railroad. Major scenes on the layouts include railroads, the mines, sawmills, cemeteries, engine houses, waterfalls, and the town. The town of Crystal City on all the layouts are typical western mining towns in 1900.

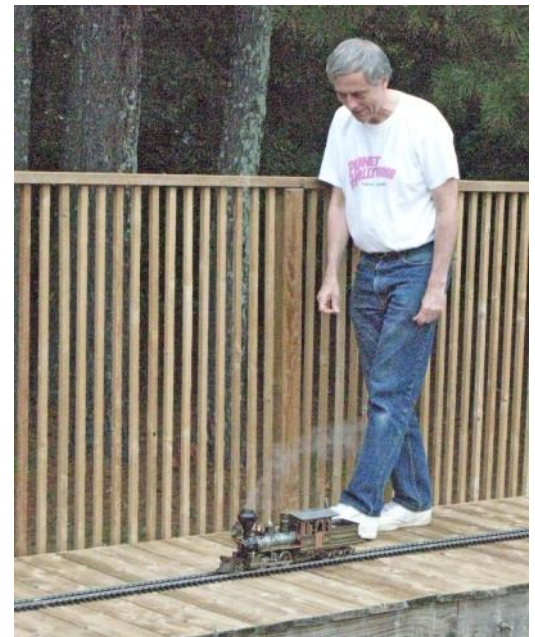
The theme on the HO layout for this year is "Buffalo Bill's Wild West." The HO layout has several other interchangeable themes, such as, a German-style resort. Interchangeable scenes are mounted on hardboard, so changing scenes take just a couple minutes.

OUTDOOR

Scale	Garden gauge (1:20.3 scale, 45 mm gauge track)
Size	27' x 25'
Prototype	Freelance
Locale	Colorado mining
Era	1900-1920
Style	Colorado towns with mines
Mainline	104' and 230'
Height	32"
Benchwork	Wood frame deck
Roadbed	Wood (former swimming pool deck)
Trackwork	Code 332 stainless steel and brass rail
Min. Radius	8' diameter
Max Grade	2.5%
Scenery	Live plants & mountains carved from foam insulation
Backdrop	The great outdoors
Controls	Live steam, transformers, and radio controllers

INDOOR

Scale	Garden gauge (1:20.3 scale, 45 mm gauge track)
Size	04' oval and 230' folded dog-bone
Prototype	Freelance
Locale	Colorado mining
Era	1900
Style	Colorado towns with mines
Mainline	125' and 75'
Height	40"



Benchwork	Plywood on wire shelving
Roadbed	Plywood
Trackwork	Code 332 stainless steel and brass rail
Min. Radius	8' diameter
Max Grade	Level
Scenery	Mostly flat (mountains being added)
Backdrop	Mountain-like grey fabric
Controls	Transformers, and radio controllers



Russ Bundy's Cedar Creek RR

Sunday, November 1, 2020 - 9:00am

The railroad is designed as a garden with trains running through. There are over 700 live plants with a waterfall/stream. There is an outside loop with an inside mainline that is a figure 8 style with a half loop. Keeping with the garden theme, we wanted a resort atmosphere. Because of this, buildings are limited. There is a Bed and Breakfast, equestrian stables, and fishing in the creek. The main attraction of the layout is the trestle system required by the 17" elevation changes.

Scale	Garden (1:20.5, 1:22, and some 1:29)
Size	25' x 50'
Prototype	None
Era	N/A
Mainline	125' outer loop 225' inner loop/figure 8
Layout Height	Ground level
Roadbed	Pavers and trestles
Trackwork	Aristocraft and LGB
Turnouts	None
Min. Radius	15'
Max Grade	3.5
Scenery	More than 700 live plants. Waterfall/creek. Walking paths.
Backdrop	Natural
Controls	Aristo Revolution



Chris Haon's LP & CL Railroad

Sunday, November 1, 2020 - 9:00am

A simple garden railroad that we started about 8 years ago. We have a mix of steam and diesel, passenger and freight trains. We enjoy running trains with our son and spending time in the garden. Each year we add little something and hope to add a water feature soon.

Scale	G Scale
Size	25 ft x 100 ft
Prototype	None
Locale	Southeast United States
Era	1940's - present day
Mainline	2 x 250 ft mainlines
Height	On the ground
Benchwork	Earth
Roadbed	Crushed gravel
Trackwork	Aristo-Craft & AML Brass Track
Turnouts	16 Aristo-Craft Wide Radius Turnouts
Min. Radius	10 ft
MaxGrade	3.5%
Scenery	Natural vegetation, black eyed Susans, thyme, rosemary, whatever catches our eye at the nursery
Backdrop	Our front yard
Controls	Aristo-Craft Revolution w/ track and battery power



Jim Foley's JD & VR Railroad

Sunday, November 1, 2020 - 9:00am

Mainline is 200' figure eight covering about 35' x 35' area. Long passing siding. Secondary line about 50' around pond within one loop of the figure eight, with crossovers to mainline. Spur into house to 5-track staging area. One single-track and one double-track Eaglewings steel bridge over creek feeding pond. Two 10' steel truss bridges and three 3' steel beam bridges on elevated portion of mainline. USA Trains F3A/B diesel, NW2 diesel switcher, and J1e Hudson. Aristocraft Budd RDC car. Most rolling stock from Pennsylvania roads: Pennsy, Lehigh Valley, Reading, Jersey Central, DL&W.

Scale	G
Size	35' x 35' (outdoors)
Prototype	None
Locale	Pennsylvania
Era	transition
Style	Figure 8 mainline
Mainline	200'
Height	Some ground level, some elevated
Roadbed	Crushed gravel
Trackwork	Aristocraft brass
Turnouts	#6
Min. Radius	8'
Max Grade	3%
Scenery	Groundcover, miniature trees, structures, bridges
Backdrop	Our back yard
Controls	CVP Airwire remote; battery power



David Bennett/Train Installations LLC's Decktown and Bigstump RR

Sunday, November 1, 2020 - 9:00am

The Decktown and Bigstump RR is an imaginary branch line of the White Pass and Yukon. Trains run through a wooded setting on the side of my yard along a single track main line with a reverse loop at each end. The track crosses three trestles and three bridges and goes through two tunnels. It also passes through my workshop which is the home base for my layout building business, Train Installations LLC.

Scale	G
Size	10' X 150'
Prototype	Freelance
Locale	Alaska
Era	1949
Style	Rustic
Mainline	150'
Height	0" to 24"
Benchwork	Dirt
Roadbed	Granite & Sand
Trackwork	Aristocraft brass
Turnouts	Aristocraft & LGB
Min. Radius	5'
Max Grade	3%
Scenery	Natural shade
Backdrop	Forest
Controls	Aristocraft Train Engineer



And later that same month.....

Norman and Ann Lundin's Elk River Garden Railroad

Saturday, November 21, 2020 - 9:00am

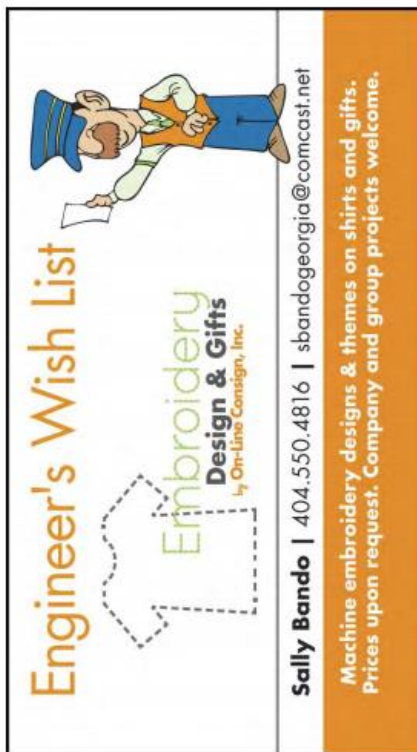
The ERR (HO) is a modern logging railroad depicting the Cascade Mts of Oregon, from Coos Bay to Grants Pass. Coos Bay is a major intermodal port and Amtrak destination. Logging happens in the mountains at Camp #6 near Eagles Nest and is transported to the paper mill, lumber mill, and plywood mill. Processed paper and lumber is shipped out through both ends (CB and GP). Coos Bay has a small shipyard, gravel export by barge, and grain export facilities. Unit coal trains arrive at the power plant, unit grain trains to the flour mill, and intermodal trains between CB and GP. Wendy Hollow is the future home of the large steam museum with all the required service facilities. Planned, but may not be complete for the open house is a cannery complex and fishing village at Gold Beach in my new office area. GN, BN, BNSF, UP, SP make up most of the diesel roster, however the steam engines are from various roads. There is one duck-under to see the main part of the layout. (48" clear).

The ERR garden railroad (G) has 3 loops and a 2% grade connecting line. It has a waterfall, small pond with 3 large Koi. It forms around a 200 year old Oak tree within a vehicle turnaround area. One trestles and 2 bridges cross the pond. Power is Bridgeworks and Airewire 900 battery power. BN, BNSF, B&O, SF, UP, D&RGW, C&S is all represented. Most structures are 1:29 but narrow gauge structures have been acquired and loosely fit in.

Scale	G
Size	65' x 32'
Prototype	Burlington Northern, modern logging branch
Locale	Coos Bay to Grants Pass, OR
Era	1970 to present, with historic steam and 1st gen diesel fan trips.
Style	Modern logging operation and related forest product industries. Point to point, with 2 long branches. Two staging areas.
Mainline	Approx 120' plus branches
Height	36" to 62"
Min. Radius	36" on all mains and spiral. Larger when possible.
Max Grade	2% in spiral and branch lines
Scenery	real dirt from CO and OR
Controls	Airwire 900

The Rip Track

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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
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Carbon or Burgundy Polo							\$20.00
Long Sleeve Denim							\$22.00
Name on Ladies shirt							(Specify Name) \$5.00



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Wreck Tech Pajama Parade

Answer: D

The Wreck Tech Pajama Parade originated in 1896, when a group of mischievous Auburn ROTC cadets, determined to show up the better-known engineers from Georgia Tech, sneaked out of their dorms the night before the football game between Auburn and Tech and greased the railroad tracks.

According to the story, the train carrying the Georgia Tech team slid through town and didn't stop until it was halfway to the neighboring town of Loachapoka, Alabama. The Georgia Tech team was forced to walk five miles back to Auburn and, not surprisingly, were rather weary at the end of their journey. This likely contributed to their 45 - 0 loss. While the railroad long ago ceased to be the way teams traveled to Auburn and students never greased the tracks again, the tradition continues in the form of a parade through downtown Auburn. Students parade through the streets in their pajamas and organizations build floats. This tradition was halted when the teams no longer regularly played each other. It was renewed in 2005 with Georgia Tech returning to Auburn's schedule after nearly two decades of absence. When will the next parade be????



Yard Hostler

Love the weather. At least the dry days. Got a little work done heading into the winter. Hope your railway is looking at the things its thankful for instead of the lost revenue, and down time spent by the crew. Let's look forward to the exciting opportunities of 2021 and start signing up now to host a meeting at our layout. And just what are you planning for the work bench this winter?

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