

GGRS Gazette October's

News



President's Message

With October on the horizon it is the usual end to our outdoor garden railway activities. So we hope many of you have an opportunity to attend the last meeting of 2020 with the Williamson family. Ours is a unique organization during this pandemic in that we can still meet safely outdoors as is our custom. The next few months will use a different schedule for elections and other administrative tasks than in recent years as outlined on subsequent pages.

We have volunteers running for six of the seven Executive Board positions for 2021, so we still need at least one more volunteer to step forward. Please contact me or John Lees if you have an interest in serving (temanning@aol.com or coppermine@windstream.net). Our meeting schedule for next year is also now open for families to volunteer to show off their garden (or indoor) railways. Volunteer early to pick the month of your choice.

*Terry Manning,
President*



We recently had the opportunity to go back in time, and ride on a steam driven train through the North Carolina countryside. Ted Yarborough planned and procured for the club members prime seats aboard the "Nantahala" car, first passenger car behind the locomotive and tender, after two buffer cars. **Awesome job Ted !**

Locomotive No. 1702 is a unique piece of history. She dates back to 1942, when she was official commissioned for WWII action in Europe. She never shipped out, remaining state-side, and the 2-8-0 Steam Engine, originally coal fired, is considered of the world's largest engine class and is one of only two remaining in the US! She now burns fuel oil, and consumes about 300 gallons of water every mile.

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There were 18 cars full of passengers, well, each half full due to **Covid-19** restrictions. That was a 1/3 mile long consist. The weather was fabulous, and if anyone had a bad time, none aboard could tell. Our route from Bryson City moved west towards Lake Fontana, through kudzu, rock cliffs, over trestles and alongside rapids where kayakers and rafters merrily waved as we took the safer and dryer route for the day. Enjoy the following pictures from our 1:1 adventure.



The turntable was installed in 2016 to accompany the refitting and return of the steam loco to the tracks. It is so well balanced that a single person can rotate the engine.



North Carolina mandated masks for any group activities. We mostly were compliant.

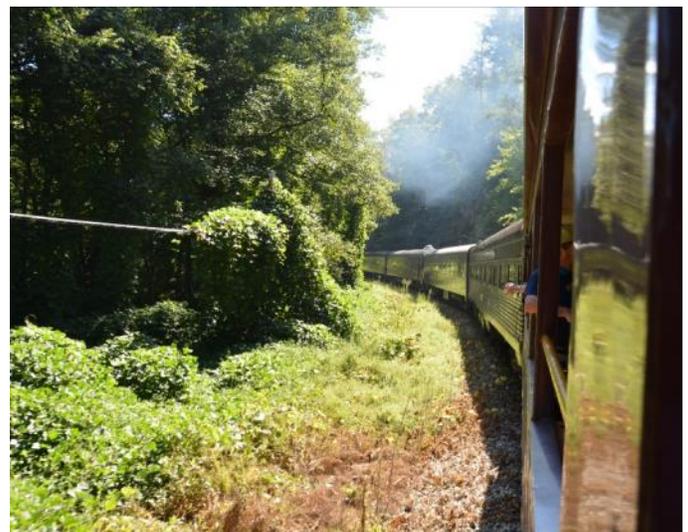


Everyone got a mug with all you could drink soda, water, tea or lemonade. There was a carry bag as well.

There was the tender, a caboose used for safety spacing, a generator car, then us. Couldn't get any closer than this.



Kudzu was very prevalent along some of the track.





Lake Fontana was created when they built the tallest dam east of the Rockies. At 480 feet, Fontana Dam was built by the Tennessee Valley Authority in response to an urgent need for electric power during World War II Construction began in 1942 and was finished in just 36 months. A limited number of houseboats are allowed on the lake.

At 6,643 feet, Clingmans Dome is the highest point in the Great Smoky Mountains National Park. It is the highest point in Tennessee, and the third highest mountain east of the Mississippi. It can be seen from the train as you look above.

With all the sights, everyone was up and down snapping pictures of everything.



Mountain peaks were everywhere as we moved through the valley along the rivers and lake.

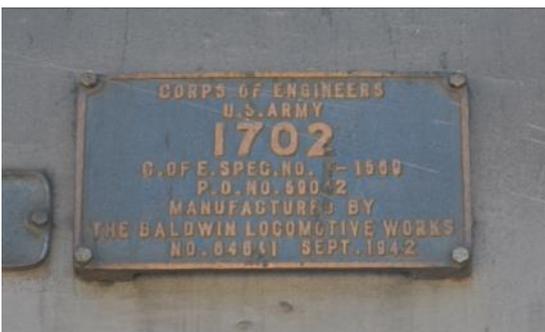
Lori could be seen snapping photos all around the train. Looks like someone snapped a shot of Lori snapping a shot.

The railroad trestle was just another added attraction.





As we neared the end of the 22 miles heading out down the Nantahala Gorge, we were served our box lunch. We then returned with the diesels attached to the rear of the train pulling us back down the track. We stopped at the Nantahala Outdoor Center (NOC) for a brief layover. This area of the Nantahala river has many rapids and canoes kayaks, and loads of people having fun could be seen.

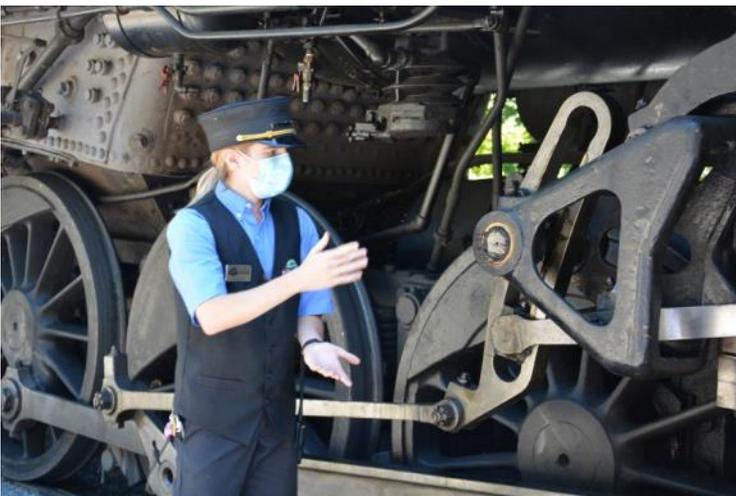


At the NOC we stretched our legs and got a closer look at the rapids. Some of us got a closer look at the train as well. The Brakeman, a Ms. Maynard, answered many questions about the acquisition, refurbishment, and operations of the loco and tender. When she was asked a specific question and she gave a good answer, but the engineer called her up and gave her extended information to give to us. As she left to get back to the end / other front of the train, the engineer picked up where she left off. They were most informative and very congenial.



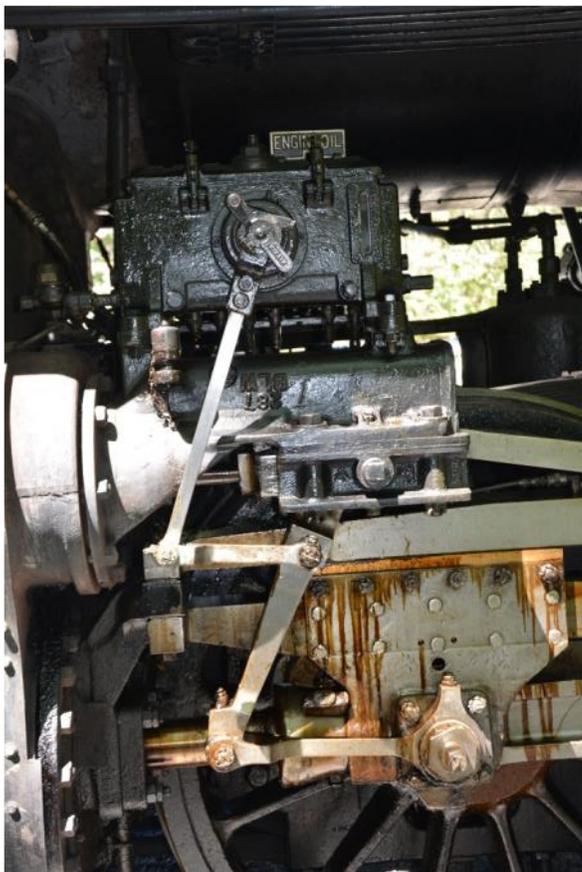
You may not be able to see them in the picture, but the front of the engine was literally covered with spider webs.

The class 4 rapids dropped off right where the train was stopped. Down stream the lake and calmer waters took over.



The return back down the tracks for the next 22 miles gave everyone who missed the perfect photo going up the gorge, the opportunity to get one going back. To comply with social distancing regulations for North Carolina, each car was only filled to 50% capacity. But that didn't make the Great Smokey Mountains Railroad turn away anyone. They simply added more cars! As you can see, the consist was 18 cars long. Approximately 1/3 of a mile.





The engine labored strong on its climb up the gorge, and she radiated heat at the layover. She worked hard, and deserved the rest on the way back, as she coasted backwards behind the diesels.

It appears that some of our party were also tired after a long day of training. Rest up Roy, for the next train to leave the station will be from your house in October.



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

Event	Location	Date	Status
GGRS Member Hosted Meeting	Braselton, GA	Oct. 24, 2020	Roy & Pam Williamson
36th National Garden Railway Convention	Gaylord Opryland Resort, Nashville, TN	May 30 - Jun. 5, 2021	Ngrc2020.com



Hey John. Marge has found a caboose she likes. When do you want to move it?

At The Depot



Nothing like an on again off again rainy day for some train running. The Dynamic Duo of Marge Lees and Pam Williamson ran engineer over the temporary layout in the Museum of Transportation in Clarkesville on Saturday, Sept. 12th. Brakeman Roy Williamson was kept running fixing couplers, rereiling boxcars, and talking to visitors.

The coal car with flowers was a nice touch.

On the next page are several photos taken at the event. Take a close look at the extra items added to the store. It's the little items that really make the scene. I especially like the pecans,.....er.....I mean the watermelons.

John Lees was inside the museum being the "Railroad Bull" enforcing the "Hands Off" policies of his exhibit. Ask him about it.

The setup was conveniently located at the exit from the museum, so anyone who entered had to exit by the display.







Over 400 adult car enthusiasts paid to visit the museum who brought non-paying children and grandchildren. When they exited the museum, the first thing they saw was the G-scale layout. The smiles on their faces, especially the children that just sat on the floor and just watched the trains, made all the hard work worthwhile.



The restoration of the Southern X376 Caboose: Part 5 of a series

by John Lees

The Great Train Robbery

The next hurdle appeared in the form of a Powell Fire Truck which pulled into the parking lot. The firefighters got out and approached me with a demand of, "Who the hell is taking OUR caboose?" I quickly pointed to the athletic director. I figured discretion is the better part of valor, and I would rather remain unknown, at least for the next little while. There was a discussion between the men, and as I listened, it became apparent the caboose was also considered their mascot and it had been part of football tradition for over 13 years. I was beginning to realize the wisdom of having the caboose moved while school was out. The firemen stayed around another half hour before deciding they had better get back to their station.

Loading the Trailer

The truck with drop-deck trailer arrived just as the caboose was being lowered over the parking lot. Talk about just in time! A 10-minute stop to get the trailer ready, then the driver backed the drop-deck trailer under the suspended caboose. The caboose was lowered close to the trailer, the driver then brought out curved metal plates, mounted on wood, that matched the wheels. They would fit the caboose wheels perfectly and hold it in place. The caboose was placed on the trailer and the harness was released.



Then the truck driver came over to me to say good morning and ask about the size of the crane being used. I told him that no one had talked to me about the lift or identified themselves as the boss. The driver told me he figured the crane crew was wet and all they wanted to do was get this lift over and go home. The crane crew was already breaking down the crane. My driver then got involved with cross chaining the caboose wheels to his trailer. The turnbuckles actually compressed the caboose springs. Then he checked the overall height of the load. The foreman of the crane company came over and we settled accounts as semi-trucks began to leave.

The crane left next followed by the utility truck and crew. It went smoother than I ever imagined it could. In all, the crane crew was on site for about three hours, with an hour and a half of that time involved with set-up and tear-down. Another hour was used positioning the harness, getting ready for the lift and waiting as the truck driver took the load. The actual lift and move took about half an hour. What awaited me, however, was even more nerve wracking than the lift had been.

You Can't Get There From Here

The truck driver finished checking the load and appeared ready to leave. Then he came over to talk to me about going home. The reason he was late centered around the permitting given to him by the DOT of Tennessee. All routing was done by computer, and the route took him across country roads from Powell to Chattanooga. He told me when that happens, it is imperative that the truck be driven "to the site" on the roads the DOT selects, and which have to be used "to leave the site", and subsequently the state. Doing the arrival by the exit route gives the driver an idea of any possible problems for the truck before the load confronts them.



The restoration of the Southern X376 Caboose: Part 5 of a series (cont.)

Turning an empty trailer around is much easier than one with an oversized load.



My driver looked at me and said, “John, we have a problem. The DOT has routed me to the school through back roads from west of Knoxville. I drove up that way to get here just to test the route. It was easy getting here, but with the trailer extended to hold the caboose, it is impossible to drive back that way. I do not know why they did not have me come in off the 75 - Powell exit.”

With that statement, he picked up the receiver of a radio telephone connected to the DOT. I could hear just his side of the conversation. “Yes, I did drive your route and I am telling you I cannot return that way.” “No, I did not call you before this because I was trying to make your route work. “The permitted route has two turns on it that will require traffic control and some serious driving.” “I need to head straight to I-75 and get on there.” “No, I cannot find an alternative.” After that statement he switched the phone to play through the truck radio speakers.

The DOT was saying, “There is a set of railroad tracks between you and the freeway. It is a 90 degree turn to the

left, the tracks are four feet higher than the roadbed, followed by a 90 degree turn to the right. You cannot make that crossing with your load. The track will “high center” your trailer.” My driver was quick to respond by asking if he could go look. The DOT man replied, “Looking is free; enjoy yourself.”

“Get your car; we are taking a ride.” With that we headed for my car. I drove him over to the crossing and it was exactly as the DOT said. I could see no way to travel over it with a longer than normal and heavier than normal cab and trailer. The road in question was three lanes in each direction, the grade crossing was as bad as it was described. The trucker got out and walked the tracks in both directions. Busy, was an understatement. Traffic was flowing in both directions without a pause. I was watching the cars when I heard my passenger door shut.

Once in the car, he said to head back. He looked at me, smiled, and told me this was not a problem for him. Just as we pulled back into the parking lot, he opened his door, looked back at me and said, “You, John, get to stop all the traffic!”

His words knocked all the breath out of my lungs. He was back at his truck before I could catch him or my breath. On the radio telephone again, he told the man that he could go straight to the freeway. A short argument followed with the DOT man finally saying he would generate a new route for the permit. Instead of saying goodbye to the driver, the DOT issued the following warning. “If that load gets stuck on the grade crossing, it is your ass.”

“No problem,” he responded.

The DOT man then said, “I am changing your route and you are cleared to get on I-75 at Powell. If you get stuck, it is your license, your truck and your livelihood that is at stake.” Talking was ended. Now it was time to move.



The restoration of the Southern X376 Caboose: Part 5 of a series (cont.)

With that, my driver said, “John, drive to the tracks and get out of your car. I will stop short and raise my drop deck trailer. When I give you the signal, get the traffic stopped in both directions.” I stopped in the median by the tracks. The bed of the trailer was at my eye level when the signal came. Did you know that stopping traffic for six lanes is done one happy lane at a time? He used the air system to raise the trailer to the highest position. Just as the last car stopped the truck pulled across the road at a 45-degree angle. With the trailer in the raised position the truck went up and over the grade crossing with room to spare. After crossing the tracks, he stopped in the curb lane, lowered the trailer and drove off. I headed to the first gas station feeling nauseated.



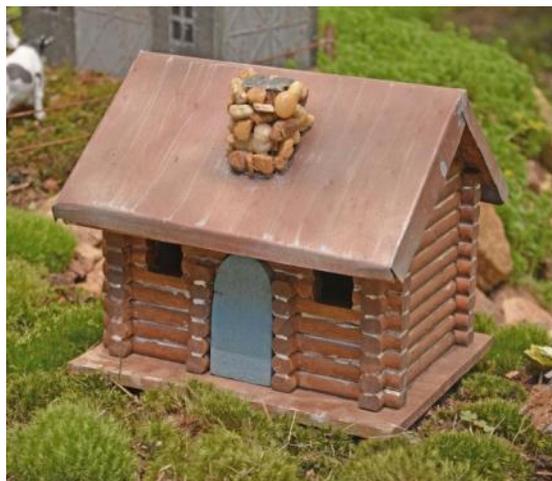
Getting on I-75 south, the relocation of the caboose seemed real to me for the first time. Heavy rains followed us into Georgia. Upon arriving at our property, the truck pulled onto the gravel drive coming to our property. The driver unhooked the trailer and drove his truck home. We would have to wait for dry weather before moving the trailer to the place we had prepared.

Gandy Dancers

Highlighting Members and their work

Theme for the Month - A Home and Garden RR Tiny Home:

Members were asked to send in photos of this Michaels log cabin bird house (or similar kit) from their layout.



Alan and Juliet's farm cabin sports a rock chimney, tin roof, and visible chinking around the logs. - Alan Lueb



Here's one of my converted bird houses.
- Terry Manning



I made a couple of these. The first I tore off the rounded top door/bird hole and used planking to make a door. The cracks between the logs were chinked with gray silicone. Chimney is stone overlaid, as is the porch and foundation. Soda can cut to 24" x 96" 1/2 scale sheets of roofing tin. The second house was similar with a few exceptions. Window and door holes were cut and plastic inserts used. Tin roof was weathered. I broke one of the round porch post, so I replaced them both with rough cut square post. - Emil Decker

This is one of my favorite Projects. Easy to adapt or modify. - Ted Yarborough

[note the hand laid wooden shingles on Ted's house. Editor]



DEB ~~BILL~~ & TED'S EXCELLENT ADVENTURE

If you are familiar with the 1989 movie, Alex Winter and Keanu Reeves, a couple of air-headed rock-star wannabes are faced with the break-up of their band as a result of poor grades. An "Emissary from the Future" takes them back to the past to meet the people they have been studying about. With great relief, I must admit, I too never spent the money to see it, nor care to, even on Netflix....., even though Rotten Tomatoes rated it an "81".

In any event, Ted Yarborough holds the position of "Chief Researcher and Investigator for unique original-sized, prime motivator hauled, passenger conveyance vehicular

chalets, on a dual rail format for the enjoyment and fellowship of the 'Empire State of the South's' Orchard, Rockery, Shrubbery & Tramway Association's yearly sojourn for it's affiliates"..... Committee.

You know.....the, "Hey Ted..... Where are we gonna ride on 1:1 this year?" committee.

To do his job properly, Ted has to check schedules, availability, cost, group offerings, and much more with regard to finding a tourist railway running excursions. While this involves many hours looking online, phone calls, etc. nothing gives one a better notion of what a trip might be than to go ride some options oneself. This season was a little harder doing research what with it being Covid-19 laced to the max. Ted and Deborah set out on a beautiful trip driving along the Blue Ridge Parkway and somehow found themselves in West Virginia.

Deborah wanted to ride up Blue Ridge Parkway and Ted accidentally threw in a few trains and a visit to Martinsville Speedway. He photographed the 10 Durbin Rocket leaving, then dashed over to Cass to photograph the noon train leaving and have lunch, then back to Durbin to ride the rocket.

[Maybe we can go a little further next year for our 1:1 excursion. This looks like a great place to ride. ... Editor]



Left: Passing through Virginia, Ted had a short visit with N&W 1218, a 2-6-6-4, on display at the Virginia Museum of Transportation in Roanoke, Virginia. (He admits to riding behind this loco a few times)



Right & Below: Riding the Durbin Rocket



Left: Cass WV has several geared and Climax engines, steep Appalachian mountain rails, and fun, fun, fun.

1. Who designed the Aerotrain?
 - a. GM
 - b. Baldwin locomotive works
 - c. GE
2. When was it introduced?
 - a. 1951
 - b. 1956
 - c. 1960
3. What 1950s car feature did it have?
 - a. Rearview mirrors
 - b. Hubcaps on its wheels
 - c. Fins
4. What section on Disneyland did a scale model of it run?
 - a. Fantasyland
 - b. Tomorrowland
 - c. Adventureland
5. Where can you see it today?
 - a. St. Louis
 - b. San Francisco
 - c. New Orleans

Answer on page 21.



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

By Russ Bundy

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. Last year's event had more than 70 individual layouts which were open to the public for viewing. Several of us look forward to participating each year. The Bandos and Grindhouses' have been hosting Open Houses for quite a few years. For Leslie and me, this would have been our third year participating in the event. Looking forward to the 18th annual pilgrimage, 2020 is proving to be quite a challenging year.

Social distancing to minimize chances of contracting the **COVID - 19** virus has affected a lot of activities, including the Piedmont Pilgrimage.

Continued page 10



Even though our layouts are outdoors and provide ample space for social distancing, many others are indoors and do not have the space available.

As the pilgrimage planning committee discussed what to do about the 2020 Piedmont Pilgrimage, it was determined that most layout owners, understandably, did not feel comfortable having visitors coming into their homes at this time. The Piedmont Pilgrimage committee therefore decided that there will not be a

2020 pilgrimage in the usual form with in-home layout visits or a tour booklet. The Piedmont Division's Board of Directors supports this decision.

In place of the regular open house style tour, the committee is developing 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 coming to each host's layout to shoot scenes on the model railroad and to interview the host. The edited videos are in the process of being 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. The Garden Railroads are usually scheduled in the first couple weekends, please check the club webpage for more information about dates and times.

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>

Annual Meeting & Elections Moved to October

The pandemic makes the certainty of holding our indoor Annual Business Meeting usually held in January up in the air since some facilities could limit attendance and some members might be less inclined to attend. Thus, at this point we will hope to hold a Christmas exchange type of indoor meeting in January as usual if possible, but will schedule the Annual Business Meeting for October as an outdoor event for the purpose of electing Executive Board members, announcing the Railroader of the Year, and presenting the annual audit (if available).

This will in effect combine some of our administrative tasks usually done at the last Hosted Member Meeting of the year such as approving a budget and the amount of dues for next year with the events of an Annual Business Meeting while also allowing a visit to another exciting member layout. This varied routine is in accordance with our Bylaws. This will necessitate ensuring that a variety of cut-off dates are clear to the membership as follows:

September 20-24 – With the issue of the October newsletter on one of these dates, a list of those persons nominated to date to fill the seven Executive Board positions for 2021 (beginning on October 25, 2020) will be announced.

October 3 – Our Policies and Procedures Manual in Section 2.4 outlines that prior to November 1 members should make any nominations for the “*Garden Railroader of the Year*” to the Executive Board. This year we are using October 3 as a cut-off to ensure that we can present the award October 24. Two nominations have been received to date. Submissions should include a brief written justification for the nomination citing the unique and particular contributions of time, energy, and/or resources to state society events and activities for the year. The final selection is by the Board.

October 10 – Until this date, the names of additional persons wishing to run for seats on the Executive Board for 2021 to be placed in nomination from the floor on October 24 will be authorized if sent to the Chairman of the Election Committee (John Lees – coppermine@windstream.net). Any additional names will not be publicized to the membership prior to the day of the meeting. This allows printed ballots to be prepared if necessary. Any unfilled positions or vacancies during the year may be appointed by the Board until the next regular annual election.

October 24 – A combined Annual Business Meeting and Hosted Member Meeting will be held outdoors at the Williamson home as outlined in the usual Evite invitation to all members.

October 25 – The newly elected Board members assume their positions for the remainder of this calendar year and next year.

An advantage of this earlier election, and which might warrant continuing elections each Fall rather than in January, is that the new Board is in place to plan the host of exhibits and participation in regional model train events that typically occur in January and February.

Terry Manning, President

Highballing down the Track

Hindsight is...

2021!



2021 National Garden Railroad Convention Update May 30 to June 5, 2021 Nashville, Tennessee

Wow! What a spring it has been for the members of the Nashville Garden Railway Society. One we would just as soon forget. All the members of the Nashville Garden Railway Society have remained healthy during the pandemic and many of us have been working on improvements or expansions to our garden railroads in anticipation of tours next year. Our club members are now focusing on getting the 2021 National Garden Railroad Convention on track and having a great convention. In this newsletter we want to update you on several items resulting from the cancellation of the 2020 National Garden Railroad Convention and also items related to the 2021 convention which will be held from **May 30 to June 5, 2021** at the Gaylord Opryland Resort and Convention Center in Nashville, Tennessee.

Convention Registrations

By now every registration, whether family or individual, should have received an email message from us asking if you wish to transfer your convention registration to the 2021 convention or if you would prefer to receive a refund of your money. Many thanks to those of you that have responded and stated your wishes on how you prefer for us to handle your registration fees. To those who transferred their registrations to the 2021 convention, a special thank you for your support.

If you have not seen the email message you might want to check your spam filter to see if this message was trapped and not delivered to your inbox. For those that requested a refund, this means you will need to re-register for the 2021 convention once we open up the website later this summer for new registrations. We have started making telephone calls to those we have not heard from yet to explain the options available to you for your 2020 convention registration. **If we have not received your cancellation request by July 1, 2020, we will automatically transfer your registration and apply it towards the 2021 convention.**

Hotel Registrations

All the contracts with the Gaylord Opryland Resort and Convention Center and the other venues we were going to use for the 2020 convention have been re-signed and transferred to 2021. The Gaylord Opryland Resort and Convention Center is still shut down, but is scheduled to re-open for business on June 25, 2020 if there is no significant spike in the incidence of Covid-19 cases in the Nashville metro area. The last word we have received from the Gaylord Opryland Resort and Convention Center is they will be able to accept on-line registrations for hotel rooms in late July. We will announce in a forthcoming newsletter when the hotel is ready to accept hotel room registrations. We are going to delay opening up on-line convention registrations until the Gaylord Opryland Resort and Convention Center is also ready to accept hotel room reservations.

Convention Cars

There are still plenty of 2020 Convention cars for sale. No decision has been made if we will have a convention car produced for 2021. If you are a collector of convention cars and you do not have one for the 36th National Garden Railroad Convention, this might be your only chance for a car. The cars are available on a first come – first serve basis.

The Atlanta Botanical Garden is looking for employees to run the trains. I have copied the information given to me by Chris Haon.

The Pay is \$10 an hour, flexible hours and tickets to Garden Lights. The months of employment are November to mid January
Interested? Contact Kiara at: Kleach@atlantabg.org

Guest Experience Associate, Model Trains

Job Description

The Guest Experience Model Train Associate operates in Alston Overlook at Atlanta Botanical Garden including welcoming guests, maintaining the integrity of the model train garden and directing guests throughout the garden during the Garden Lights, Holiday Nights' exhibition. **Seasonal Full and Part time positions available from November-January.**

ESSENTIAL DUTIES AND RESPONSIBILITIES

- Greet guests with a smile and a verbal welcome using an enthusiastic and pleasant manner
- Ensure all trains are operating properly and alerting the manager on duty of any issues
- Keep tracks clear of debris and clean tracks when needed
- Politely monitor guests from disturbing the model trains and surrounding scenery
- Provide guests with information regarding activities conducted at the garden
- Provide guests with directions to food and merchandise venues, offices, and special events
- Communicate correct product information to guests regarding coupons, special offers, and upcoming events
- Maintain clean working environment
- Maintain a working relationship with other departments to ensure up-to-date garden knowledge

Additional duties may be assigned. Management retains the discretion to change or add to the duties of this position at any time.

PHYSICAL DEMANDS

The physical demands described here are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions. While performing the duties of this job the employee is required to sit and stand for long periods and walk. The employee must be able to reach with hands and arms; and use hands to finger, handle, and feel. The employee is frequently required to climb or balance and stoop, kneel, crouch, or crawl. The employee is frequently required to talk and hear. The employee must occasionally lift and/or move carry, push, or pull at least 50lbs. Specific vision requirements for this job include close vision, color vision, depth perception, ability to focus, and night vision. The employee must be able to take directional cues directly or indirectly.

WORK ENVIRONMENT

The work environment characteristics described here are representative of those an employee encounters while performing the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

- While performing the duties of this job, the employee is frequently exposed to outside weather conditions
- The employee is regularly exposed to wet/or humid conditions, extreme heat or extreme cold
- The noise level of the work environment is usually moderate

The environment can be moderate to fast paced

Required Skills

- Must be at least 18 years of age or older
- Must be able to maintain a good working relationship with coworkers
- Must be able to work days, nights, weekends, and holidays
- Must be able to work independently and as part of a team
- High school diploma or equivalent education preferred
- Previous experience in hospitality or customer service industry preferred
- Previous model train experience is required

The Rip Track

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

Emil Decker's
STICKS
+
STONES



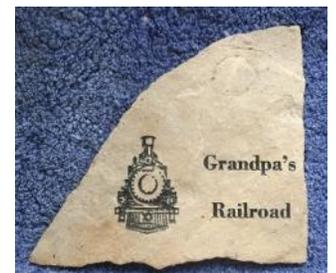

Embroidery Design and Gifts
Georgia Garden Railway Society Club Shirts
Each Shirt will have the club logo on included in the price.



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



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>

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@weegrr.com

weegrr.com

Here are some pictures of an elevated garden RR we just completed for a customer in Fayetteville. We used steel fence posts and PVC spline roadbed. Thought you might like to see some of my latest work.

Check out our **NEW** 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

Train Installations, LLC

Woodstock, GA 30188

770-597-0038

dave@traininstallations.com



TrainMaster continues to evaluate 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!

www.trainmastermodels.com

Stay safe. Mike Devaney

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

**Aerotrain:**

Answers, 1a, 2b, 3c, 4b, 5a

General Motors introduced it in 1956 to attract travelers back to the rails with a futuristic, streamlined design, complete with rear tail fins. For a short time a scaled-down Aerotrain ran through the Tomorrowland section of Disneyland. Today, the odd-looking train can be seen at the National Museum of Transportation in St. Louis.

Yard Hostler

Was that 1:1 exciting? You bet. One of my favorites. Enjoy the Clarkesville auto show and traveling train layout? If you went you did. Saw some nice vehicles.

As the weather cools, we have a few more opportunities to work in the yard, prep the railroads for the coming winter, and enjoy some football..... Well,.....ok, maybe not. But I always love the fall, the colors, the cooling off, the fact that Thanksgiving and Christmas are just around the corner.

Emil Decker, Editor, GGRS Gazette
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