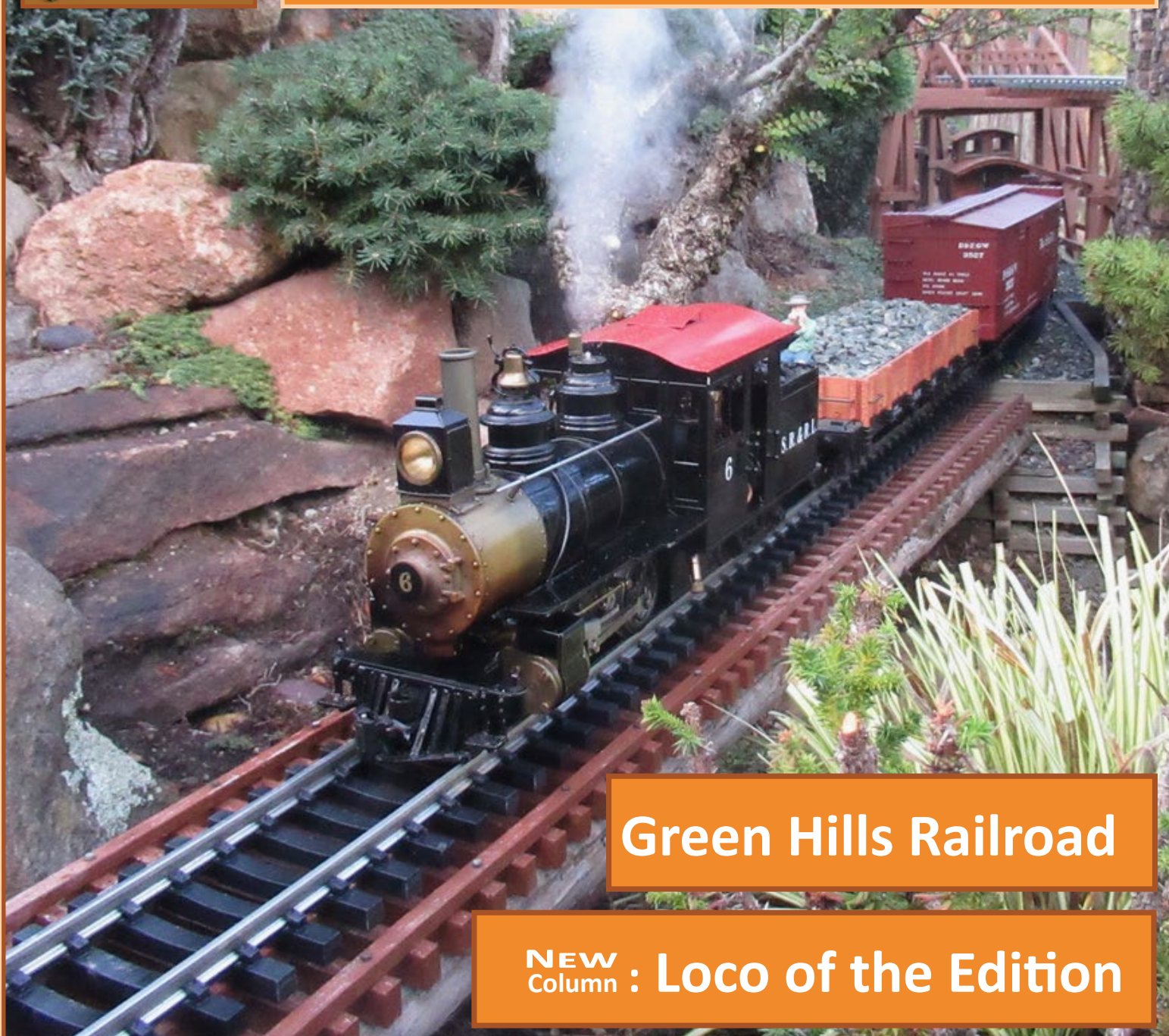




Garden Railroading News

January/February 2023 • 2023 #1 • www.GRNews.org



Green Hills Railroad

NEW
Column : **Loco of the Edition**

Unique Displays at Train Shows

A free digital magazine produced by garden railroaders for garden railroaders



Garden Railroading News

January/February 2023 • 2023 #1 • GRNews.org

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or www.facebook.com/groups/gardenrailroadingenews

Editor & Layout Design Carla Brand Breitner Webmaster & Marketing Mick Spilsbury



Go to Page 40 for An Online Magazine Explainer
How to Download a PDF, Customize Page View, and the "Hamburger" Icon.





Photo by Rich Petrelli

Above: A Dalmatian helps a fireman work to put out the nighttime blaze at the Oyster Creek barber shop. Flames are from a Halloween table top flame light inside the shop and the smoke from a fog generator behind the building. See more of the Oyster Creek Scenic Railroad by searching for "Richard Perrelli" on YouTube. • San Diego, California

Below: Multiple trains service towns, villages and industry on Richard & Melinda Murray's Green Hills Railroad, welcoming visitors to the 2023 National Garden Railway Convention next summer. • Millbrae, California



Photo by Carla Brand Breitner

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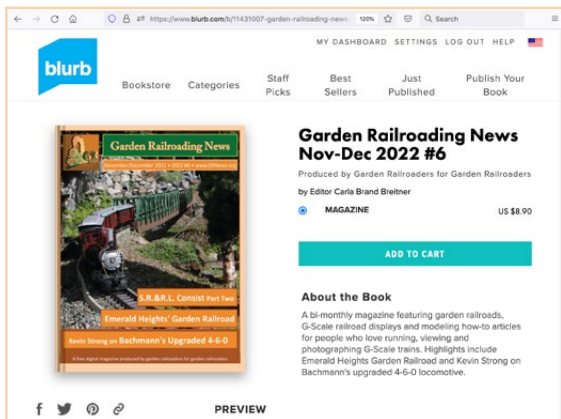
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Coming in 2023: PIKO America adds a Union Pacific Mogul with Elk Artwork

PIKO will be adding two additional liveries to their line of 2-6-0 Moguls this Spring—Colorado & Southern # 3 and Union Pacific #1209 with Elk artwork on the tender. The UP Mogul and a UP wood caboose with Elk art (introduced last June) make a perfect front end/back end pair for an early 20th century freight train.

For G-Scalers modeling European trains, PIKO America will be shipping the German Glass Train, originally built to celebrate the 100th anniversary of the German railways. Two self-propelled cars, manufactured for sight-seeing trips between Germany and Austria, were designed to provide passengers with a panoramic view, so glass was used for as many surfaces as possible, including parts of the roof.

More information at: www.piko-america.com



37331 DB IV Glass Train w/sound



38236 Union Pacific Mogul, Elk Art
w/digital sound & smoke

38948 Union Pacific
Wood Caboose, Elk Art

Coming Soon in *GR News*: Improving the Tracking and Profile of AristoCraft Streamliners

by Todd Brody, Orange County Garden Railway Society



Split Jaw Products Adds Stainless Steel Track to Their Product Line

Split Jaw has acquired HR Trains' line of stainless steel track, in production for over 15 years and proven to last in many challenging private and commercial installations. (HR trains will carry on as a reseller/ installer.) Split Jaw plans to grow a robust line of corrosion-resistant track for the most challenging layout environments.

Coming in January will be flex track kits featuring quality code 332 stainless rail in 5 or 10 ft lengths packaged with durable UV-resistant ties and a pair of reliable Split Jaw stainless rail clamps. Their code 332 track mates with all major track brands, and of course, all Split Jaw code 332 products.

For more information: www.railclamp.com



Steam in the Garden magazine stops publication

After 30 years of serving the small-scale live steam community, on January 1, 2023 *Steam in the Garden* shut down. The magazine was started by Ron and Marie Brown and, upon the passing of Ron in 2010, a group of live steamers took over the magazine, with Marie's assistance. *Steam in the Garden* provided a voice for the small-scale live steam community that will be missed. *Garden Railroading News* will continue to include live steam G-Scale and welcomes contributions about live steam.

The last issue of *Steam in the Garden* featured construction information for *GR News*' 'Loco of the Edition' (on page 7). You can order a print-on-demand copy at:

blurb.com/user/sitgeditor



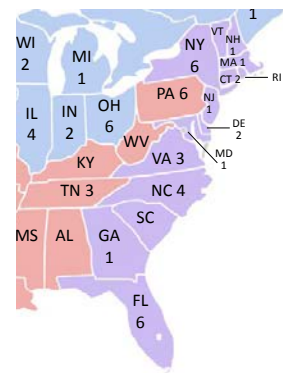
Garden Railroading News Introduces our Region 1 Advisor

Ted Yarbrough is the regional representative for all the clubs located on the east coast of the United States (Region 1). He participated in the *Garden Railroading News* formation committee and moved into the regional representative role after the committee completed its work. Some of you had a chance to meet him at the *GR News* booth at the Nashville and Denver National Garden Railroad Conventions.

Ted's train interest started when he was a child in Carrollton, Georgia, when an elderly neighbor would walk with him to the railroad tracks near his home to wave at the train crew of passing Central of Georgia trains. He received an American Flyer train set for his 7th Christmas and was officially hooked on trains. During his teen and young adult years, Ted modelled trains from the Southeast (mostly L&N and Southern) in HO scales. After a family trip to Colorado, he fell in love with narrow gauge trains and purchased his first G-Scale trains in the late 1980s; a Bachmann Rio Grande Southern 4-6-0 Big Hauler locomotive, an LGB D&RGW combine and passenger coach and a 4-foot circle of LGB track. The garden railroad was started in 1992 and was featured in the June 2018 *Garden Railways* magazine. His current garden railroad consists of approximately 350 feet of mainline track on five non-connected loops.

Ted is active in, and a past president of, the Georgia Garden Railway Society. He currently coordinates the group's annual 1:1 scale train ride. He was the co-chair for the 2018 National Garden Railway Convention held in Atlanta. Besides the model trains, Ted volunteers at the Tennessee Valley Railroad and is the committee chairman for the local historical society, which operates a 1905 L&N Depot and a 1960 SCL caboose.

Ted currently lives in Chatsworth, Georgia, with his wife of 48 years, Deborah. They both are retired school teachers and are active in their church and enjoy traveling, which usually includes a train ride or two on each trip.



Garden Railroading News

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Miniforest Changes Hands

Shanna Dow has taken the trimmers from Sky Yankee and will continue to grow dwarf and miniature plants for our garden railroads. We wish Sky well on her retirement. Update your address book with Shanna's phone number:

847-217-7524



Albuquerque BioPark Garden Railroad Still Looking to Hire

The Albuquerque BioPark Garden Railroad continues to look for regular caretakers to maintain and run the railroad, and thanks the volunteers from New Mexico Garden Railroaders for their help. Interested applicants, please email (subject: Application for Garden Railroad/Assistant Gardener with the ABQ BioPark) with your resume to these two email addresses: cabq@tryfacta.com and slpadilla@cabq.gov

Please let our advertisers know you appreciate their support for *Garden Railroading News*.

Bridge-building Hammer Passed to the Next Generation

Mark Wright of WrightBridges passed away in December unexpectedly. His enthusiasm will be missed. His son, Caleb Wright, and friend, Rick Sinclair, will be carrying on the wood bridge and trestle construction, both Mark's designs and those developed by Bridgemasters. Gary Lawrence of Bridgemasters plans to concentrate on rolling stock, estate collections and accessories for your railroad going forward. Info at:

wrightbridges.com

www.bridge-masters.com



BridgeMasters booth left and WrightBridges booth right at Denver NGRC.

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LOCO OF THE EDITION

NEW

In this new column for GR News, we will feature a special locomotive. It may be scratch built, modified, weathered or detailed—unique in some way. Our goal is to recognize the creativity and skill of garden railroaders. We welcome submissions that come with one or more high quality images and brief notes about the loco. Send your photos and write-up to Editor@GRNews.org or Marketing@GRNews.org.

We are delighted to launch the column with this **Rob Lenicheck** loco, but don't expect all of our 'Locos of the Edition' to reflect quite this level of investment & expertise!



Rob Lenicheck of Palo Alto, California, writes about this amazing loco:

The prototype of this engine ran on the Uintah Railway, a 3-foot, narrow-gauge line which ran from Mack, Colorado, and into the Uintah mountains of Utah. The line supported the mining of Gilsonite, a tar-like material used in many products such as asphalt. The line used grades up to 7%, along with tight curves. Hence the two engines of this design, which were built by Baldwin, had side tanks to improve track adhesion.

This model was completed in early 2022 and took about two years to build. The design was, for the most part, drawn up in Fusion 360, a 3D Computer Aided Design program. Many design challenges arose from the 2-6-6-2 configuration. Some complex parts not available commercially were designed, then sent to Shapeways who 3D-printed them in steel or brass.

The prototype of the engine was coal-fired, as is this live steam model. It is built to 1:20.3 scale and has correct, working Walschaerts valve gear. The model is completely scratch built, including a copper boiler designed to burn coal and all the accessories to support a coal engine: an axle pump, water-holding side tanks, safety throttle and many more.

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 Alcohol \$5950, Electric \$5250



BR Standard 5MT
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 RTR \$4600



Tiger 0-6-0 with Tender
 1:32, Alcohol Fired
 Kit \$3250, RTR \$3800



Kerr Stuart 'Victory'
 1:32, Butane Fired
 RTR \$1100



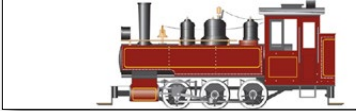
D&RGW C-25
 1:20.3, Coal or Butane
 RTR \$5250



D&RGW C-18
 1:20.3, Butane Ceramic
 \$3200-\$3600



Baldwin "Mabel" 0-6-0T
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Ruby #1 0-4-0T
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"Train Bleu" CIWL Sleeper J&M Models
 1:32, Brass
 \$950/Car, \$3800/Set of 4



BR Mk1 Passenger Cars
 1:32, Plastic body, Metal Trucks
 \$295/Car



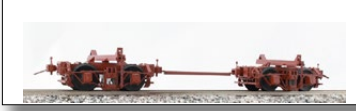
L&SWR Coaches J&M Models
 1:32, Brass
 \$800/Car, \$3040/Set of 4 Cars



Jackson & Sharp Coach AMS
 1:20.3, Ball Bearing Trucks, Lighting
 \$295/Car



Logging Disconnects AMS
 1:20.3, Plastic Body, Metal Trucks
 \$135/Car



Gondola AMS
 1:20.3, Plastic Body, Metal Trucks
 \$170/Car



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 \$649 Base model, \$849 Sound



3-Bay Hopper AML
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Green Hills Railroad: A Garden with Railroad in Constant Transition

By Richard Murray

Photos by Richard Murray

& Russ Miller

unless otherwise noted

When we bought our house about 50 years ago, I started a garden. I wanted a Japanese style yard with water, rocks, and plants. First, it was necessary to remove five colors of concrete covering most of the yard. There was also one giant Monterey pine in the middle. I hired a bulldozer to remove the concrete and the Monterey pine. I dug a couple of hundred feet of trenches for drainage, electrical, and water. Did I know what I was doing? No, but I was ambitious. Digging in summer, the dirt was extremely hard. I didn't know that major hand trenching should be done in the winter when the dirt is soft and

easy to dig. Eventually, the trenches were, I thought, at a correct grade. I was wrong. The drain pipes never did drain well.

After six months of digging and placing utilities, I dug a big hole for the koi pond. I poured lots of concrete into the hole. More concrete was poured for a waterfall. I soon realized that the waterfall leaked badly, so I turned it off permanently. The pond turned out to be too shallow and the raccoons went into the pond and got the koi. I then put some bare electrical wire around the pond and set a timer to power the current. It was DC and way too powerful. I woke up several nights from animals screaming while being partially electrocuted. I had to shut off the system until I got a cattle fence system using AC—plus the current was lower. It worked just fine. However, the pond was also solid green for several decades. The filtration was insufficient.



A shay steams across a truss bridge.

As part of the Japanese look, I brought in many rocks, called feather rock because they were very light. Of volcanic origin, they turned out to be very sharp and way too large. I was constantly cutting myself whenever I worked around the rocks. I also installed a Japanese style fence copied from a local Japanese garden. The fence had a shake roof, and bamboo is mixed in with the redwood boards. Unlike the pond and waterfall, it looked rather nice.

The most important parts of a Japanese yard are the plants. I varied the size of trees by planting some large forest trees, some medium size

continued on next page



During the 2006 National Garden Railway Convention in the Bay Area, your editor caught this tourist train crossing Richard's koi pond.



Photos by Carita Brand Bretnier

The steamup bay for firing up live steam locomotives.

Richard Murray has written many of Garden Railroading News' miniature plant articles. His bonsai green thumb complements his love of G-Scale live steam trains and other live steam miniatures. Richard is an At Large Board Member of the Bay Area Garden Railway Society and leads the Live Steamer SIG. Plan to visit his Green Hills Railroad during the 40th National Garden Railway Convention in July and check out the latest plant and modeling additions to this ever changing railroad.

trees, and some dwarf trees, and, finally, some ground cover. I tried to get as many textures and colors as I could find to provide contrast. I find that a variety of plants and trees is far more interesting than all plants being the same green color and and the same 12 inches in height.

All in all, it was a modest looking garden, in spite of its faults.

After 30 years I read that a model railroad could be put outdoors. I was excited and began work immediately. The first thing was to plan the track work. I used 1/2" PVC pipe to outline the course of the track and used vertical sections of PVC pipe every four feet to hold the pipe in place. Both grades and curves could be easily outlined. Larger curves are better for larger engines, but require lots of space and fewer overpasses. I decided on 4-foot radius curves because I wanted lots of overpasses. Gradually I built the dirt up to the height of the PVC pipes. I used non-organic soil directly under the pipes to reduce any chance of the track settling. I also tamped all the dirt directly under the pipes for every couple inches of height. I made sure that I used forms to contain the dirt when it was being

tamped and compressed. Gradually, I backfilled with good top soil and supported the soil with rocks.

The next project was to replace the leaking waterfall and green pond. First, I had a concrete demolition team jackhammer out all the old concrete. The new pond needed to be much deeper, with vertical sides to keep the raccoons out. Digging out the dirt of the new and deeper pond took hundreds of buckets. Digging out the top of the pond was easy, but down at the 3-foot level, lifting out the dirt was back-breaking.

Once the ugly grey volcanic rock was given away, I brought in lots of rocks that were head size and a pleasing light brown. Then I called Jack Verducci for help. In addition to building the waterfall, Jack raised and widened the waterfall mountain to make it more imposing. I had already put in most of the plumbing, but all the rock work used up about 50 sacks of mortar. That was work! Jack then mortared and rocked the pond. Another 50 sacks of mortar!

The pond and waterfall looked amazingly better. The worst parts of the yard had finally been removed and the replacements were beautiful.



A house on the hill overlooks the train traffic crossing the waterfall.

I was so happy that I had Jack build a second waterfall.

Although 20 large plants had been removed to make room for the railroad, a couple hundred were added. The 30-year-old plants had, of course, become much larger. The new plants often fit perfectly underneath the old ones, creating a double level. Dozens of nurseries were visited because no one nursery

continued on next page



A Victorian live steamer crosses a truss bridge as workmen stand on a stone pier to inspect the bridge footing above a log dump.



V&TRR Mogul steams across the waterfall on a truss bridge.

carried all I needed. Some plants were even ordered from Oregon and Washington. I'm fortunate weather here is very mild, and, therefore, you can grow just about anything. Winter temperatures usually get no lower than 40 degrees F. Summers get to the high 70s with about two weeks of 80 to 90 degrees.

Working about 40 hours per week, it took about five years to finish the garden railroad. I enjoyed the railroad for another five years when my wife suddenly let me annex a portion of her vegetable yard. I graciously said, "Thank you" and got to work immediately. Although the new section was smaller than the original section, it still took me five years to finish.

Just the four bridges took more than a year to build. The biggest and most complicated bridge, the Hell's Gate Bridge in New York, took about seven months to build. The "Bridge on the River Kwai" from the 1957 movie took about three months.



Photo by Carla Brand Breiter

Tourists often take in the view from Hell's Gate Bridge.

There are now a total of 20 bridges. Yes, I do like bridges.

I also like trestles, so I built about 75 feet of them. Applying lessons learned from building the original section, I managed to make the second section even prettier.

Many of the featured items in the garden railroad are scratch built.

continued on next page



A work train crosses a short bridge.




D&RGW #278 circles the garden extension pulling a tourist excursion; cribbing supports the track.



One of these scratch built features was inspired by the Ffestiniog slate quarry. There are three levels to the incline quarry; each level supported by a large horizontal piece of slate. There are men on ropes cutting out the big slabs of slate. Ore cars help lower the slabs down the steep incline on narrow gauge track. The ore cars are carefully lowered by a cable from a power house. Once the slabs are in the production mill, they are sawed into smaller sections that craftsmen can hand split. The pieces of roof slate are then stored on the deck to be loaded on ore cars and brought by a narrow gauge railroad to a station where the cargo can be transferred to a mainline.

Since the theme for this railroad is steam, the locomotives are not the only steam items. There are about eight boilers, many in detailed power houses, all different. There are also about 10 steam tractors, including Avery, Russell, Case, and Baker. There's even a Stanley Steamer car.

This railroad is just one of many great railroads open for the July 2023 National Garden Railway Convention in the San Francisco Bay Area. This railroad and some others that will be open during layout tours have been on the cover of *Garden Railways*. The host BAGRS group has probably the best collection of outstanding garden railroads anywhere. We hope you are making plans to visit us. 

[Ed. Note: Look for an article on Richard's scratch built Steam Museum in a Tudor House on page 31.]

Photos continue on next page



Ffestiniog slate quarry was the prototype for this industry on a spur. Slate is transported to an interchange station and transferred to the mainline.



Slate Mill Sawing Room.



Slate Mill Power House.



Lumber Mill (above) with roof up; At work in the Lumber Mill (below).

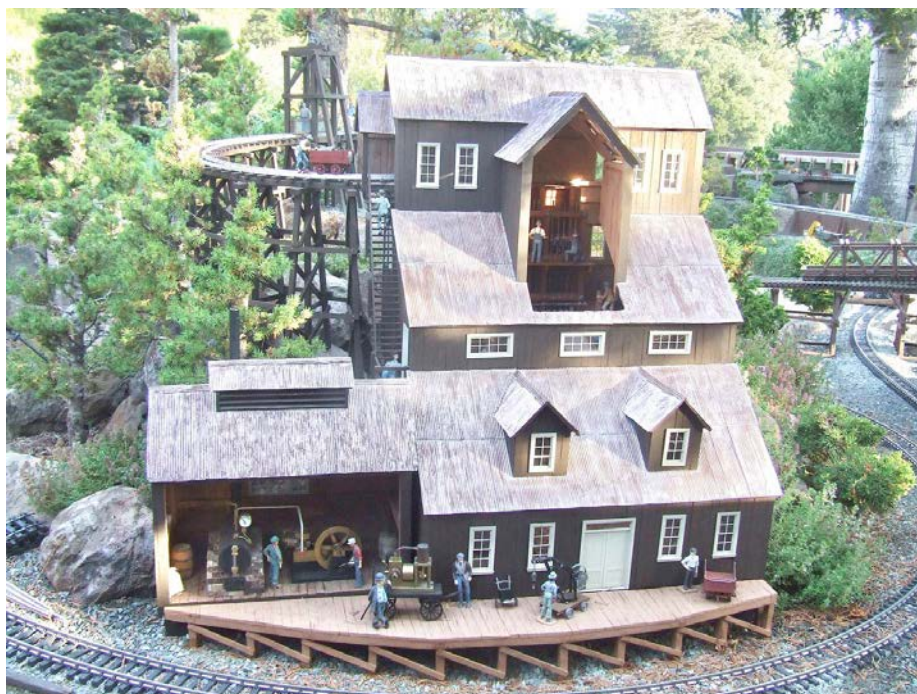


Loggers use a steam donkey (above); Ore train steams onto a bridge (below).

Photos by Carla Brand Breithner



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Stamp Mill built with cut-aways to look into the boiler room and the stamp frames.



The machine shop is busy. (above); Stamp mill boiler room (below).



Hobos stay warm beside a bridge.



Flying Scotsman pulls a passenger consist through the Bridge on the River Kwai.



An Accucraft Mason Bogie pulls two different freight consists across two different bridges on the mainline.

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CLUB CORNER

Curated by Bill Derville, Past President
Rose City Garden Railway Society • Portland, Oregon

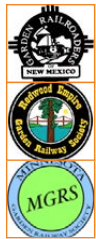
During the winter months, most clubs suspend open houses until the weather improves. But innovative clubs find ways to get together and have interesting events for their members. Several years ago, our club sponsored trips aboard Amtrak. The trip went from Portland to Glacier National Park in Montana and then back again after spending a full day in the park and staying at the lodge. Great scenery and fun comradery were enjoyed by all.

We also did an excursion to the Sumpter Valley Railroad in Eastern Oregon where rooms were rented in a local hotel and a steam train ride was enjoyed by all the next day. Everyone drove their cars which was about a five-hour drive to Baker City. Nearly every club member enjoys real railroads, so planning an excursion to nearby railroads that offer excursion runs can be a meaningful and fun activity.

Recently an Ohio Club asked the Florida Model Railroad Society if they could have a group of their members visit this winter. The Florida club is planning two days of layout and museum tours. I am sure both clubs' members that participate will have a great time meeting new friends and seeing some layouts they have never seen. What a great way to get away from the snow and have some garden railroading fun.

Trips to museums can also provide a meaningful and fun excursion for club members. Let them know you are coming, and they can often set up a private guided tour for your club. Eat at a local restaurant and have fun. Planning these events is usually easy to set up.

Drop me an email and let me know of some of the trips your club has participated in. We all learn from each other, and clubs grow stronger with an assortment of fun activities beyond the usual summer open houses and potlucks.



Excursions can include photo access to the locomotive cab and behind the scene tours.



Photos by Carla Brand Breitter, Bill Derville, Nick Kelsey and Florida GRS



Share your ideas with me by email at bill@derville4.com and your club's experiences may be in a future column.



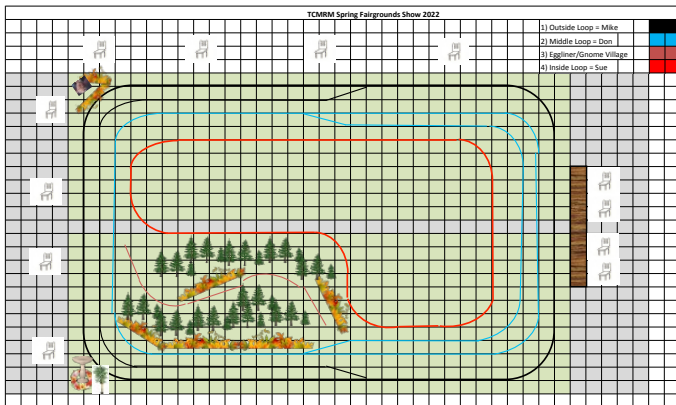
Being Unique at Model Train Shows and Other Public Events

An Indoor Garden Railroad Perspective on Outdoor Garden Railroading

By Don Bolt, Minnesota Garden Railway Society Member
Photos by Don Bolt
unless otherwise noted

Garden railroading brings together two entirely different aspects of creativity for the enthusiast of model railroading and gardening to enjoy. Bring these hobbies together and you end up with a very colorful display of plants, flowers, water features, and scale railroad activity for an audience from diverse backgrounds to enjoy. Over time, my experiences have led me to believe that garden railroads feature the beauty of the garden accented by an operating scale train weaving in, out, and around that colorful display of plants and flowers, thus setting the stage for imagination and memories to be drawn out of the audience. From there, conversations are started and shared between the hobbyist and the audience which can evolve into new friendships, new members, and new contacts for future events.

As a member of the Minnesota Garden Railroad Society (MGRS) who does not have the traditional garden railroad in my backyard to enjoy, I choose to display and operate my trains at local venues such as train shows and county fairs, utilizing the concepts of a traveling layout. My vision continues to be one that brings an outdoor garden railroad indoors with emphasis on creating a garden railroad display full of colorful plants, trees, flowers and water features, while not losing sight of what will capture the imagination of children, parents and grandparents. I'm fortunate to be part of a very small group of MGRS members that, like me, do not have a backyard garden railroad but share that same vision. Collectively, we come together as a team at local venues, roll out the green carpet, lay down the track, place the artificial plants, trees and water features where it makes most sense to — and we're off and running.



(Above) Track plan (done in Excel) for main loops at Twin Cities Model Railroad Museum Spring Train Show 2022

Basic items needed to set up an indoor garden railroad display would be indoor/outdoor carpet, track, power supplies, buildings and structures, artificial plants and floral garland, and some type of perimeter border around the display. Your display could start small and expand later to a larger footprint if the budget allows. Consider including artificial trees, faux rocks, landscape blocks, and water features. It's individual and team imagination that allows this concept to be successful.

Planning for an indoor venue starts when the event organizer provides your team (as well as other participants) with a floor plan of the venue so you are aware of how much square footage is available to set up your display. Schedule a pre-visit to the event location if possible.

Look around at the walls to determine where your closest source of electricity will be if needed. Also, get an idea of the traffic flow through the area. While doing this, keep in mind that your assigned area should not block any doorways and emergency exits, and that aisle widths will meet ADA requirements for handicap access. These particulars should be the responsibility of the event organizer, but these types of safety concerns at times can be overlooked.

Safety should be at the top of the 'To Do List' when public crowds are involved. A well thought out plan at the event organizer level should have the floor plan reviewed by the fire marshal for approval. The event organizer then releases the floor plan to the participants for review. Some small local venues may not go to this extent, so it is a good idea to pay attention to these details as a participant and question anything that might not meet your safety expectations. While the event organizer is working on their plan, you and your team could be doing the same.

Team members bring their own track and trains by vehicle and/or trailer to the event. They have the responsibility of managing their own property during set up and teardown.

continued on next page

(Below) Track as laid at the TCMRM show. Note that several small loops (with wiggles) were added in the center.

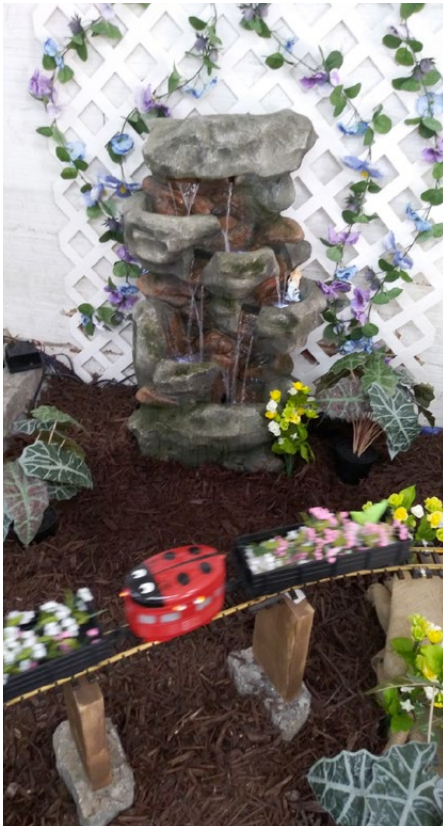


Photo by Jaimie Dowds

The photo at right captures many items used in a display for a week-long event at the Dakota County Fair — green carpet, artificial plants, floral garland, bridges, a water feature on the back wall, burlap and boxes to create elevation, mulch, landscape blocks, buildings and structures, a chain and stanchion border around the display, faux rocks, and many more fine details like people and animals.

This particular indoor garden railroad display was approximately 24 by 50 feet. It took approximately fourteen leisurely hours to set up and four hours to take down with a team of four to five dedicated members. Operating time averaged ten hours each day for seven days of the fair. The ratio of operating time compared to the combined time of set up and teardown made this event worth participating in.

Our most common display size of 25 by 40 feet is used for one and two day events. A typical set-up time for that display size is approximately five



A five-tiered waterfall feature contained a hidden gem for the curious eye to find... a mermaid.



The Minnesota Garden Railway Society display at last August's Dakota County Fair included a "mountain" spur beside a "waterfall."

to six hours and tear-down time is approximately three to four hours.

What makes our indoor garden railroad unique is that every time it is on display, it is not the same as it was the last time. We encourage change as part of our vision and start each venue by rolling out the carpet to fit in the assigned square footage. Participating members decide on what track plan will work best for the venue and lay down their track. A typical track plan will include five to seven individual loops of different lengths, curve radii, and angles to the carpet edge.

I use Excel (starting with a downloaded Excel graph paper template) to create track plans, using just the auto shapes. Sometimes I create layers of images to get something to turn out the way I want. Downloaded images of plants and trees and other items are added around the track. We place buildings where they fit and build up from there with plants, etc.

Plants, trees, floral arrangements, buildings and structures are all reused, but never placed on the carpet in the same manner as the previous display.

continued on next page

The display at the right was dedicated to the memory of a few individuals I knew that are no longer with us today. Gardens are perfect for remembering individuals that have passed away. Select an outside corner and create an arrangement of flowers, rocks, trees, and plants along with a picture of those who passed away. It's a perfect touch to any garden.

We also add seasonal and holiday aspects to a display to create a theme when appropriate. The variety of our display components make these types of floor displays unique and we encourage continued creativity amongst ourselves to raise the bar for the next event. The photo below is of our first winter display, which was a big hit at a holiday event. A scaled village and a Christmas Eggliner outlined the perimeter of an ankle-deep, artificial snow-covered indoor garden railroad. The 8 foot by 16 foot wilderness photographer's backdrop complimented the entire display—which included deer, squirrels, hedgehogs, owls, and many more critters. The display was viewed by over 3,000 people over the four day event this year and there is already talk about displaying again next year.

continued on next page



This corner memorial "park" anchored the display at a September model railroad show and sale.



A winter garden railroad display set up in the library building during Dakota City Heritage Village's holiday event utilizes a photographer's fabric backdrop and twinkle light strings to complete the scene.



Maintenance for our traveling/portable indoor garden railroad display is fairly low. Aside from the usual lubrication of engines, rolling stock, and track cleaning which is addressed by the individual owners, maintenance on the plants, flowers, buildings is non-existent. It is being organized that keeps these display components in good shape. I'm a clean freak so I like to vacuum the carpet on both sides after every use, roll it up with the topside out to prevent upward curl at the carpet ends, and wrap it back up in plastic, making it ready for the next event. The artificial plants, flowers, floral garland, faux rocks, buildings, water features, and other items are all placed in appropriate boxes or totes. It is the best way to keep these items from getting damaged or destroyed while transporting them. As seen to the right, taking pictures of what items go in what boxes speeds up the tear-down and packing up process.

We are not the typical modular train club layout and that's ok. We add a bit of whimsy and a bit of scale to the layout, but the most important part we add is fun for everyone. The team enjoys the time commitment and uniqueness of what we do. The reward for our efforts comes in the way of smiles on the faces of our audience; children, parents, grandparents, veterans, and people



Plants, floral garland and other display components are packed in cardboard boxes of the same size, allowing for efficient stacking inside an enclosed trailer.

from many different walks of life. The spontaneous yell of excitement from a child noticing something on the display that captures their imagination, the exchange of stories and memories while talking with a veteran or a grandparent that worked on the railroad are the best. If we can do this at each and every event, we did our job.

Video Links

St. Paul Train Show	https://youtu.be/eW7636AZsNE
Dakota County Fair	https://youtu.be/TiQZWYXgmsY
Scott County Fair	https://youtu.be/MY9BXniH4dQ
Twin City Model RR Museum's Train Show	https://youtu.be/tAmzH_QIRe4
Farmington "Christmas in the Village"	https://youtu.be/aSxJrGCZBOU
Farmington TV Coverage	https://kstp.com/tcl/today-on-twin-cities-live/christmas-in-the-village/

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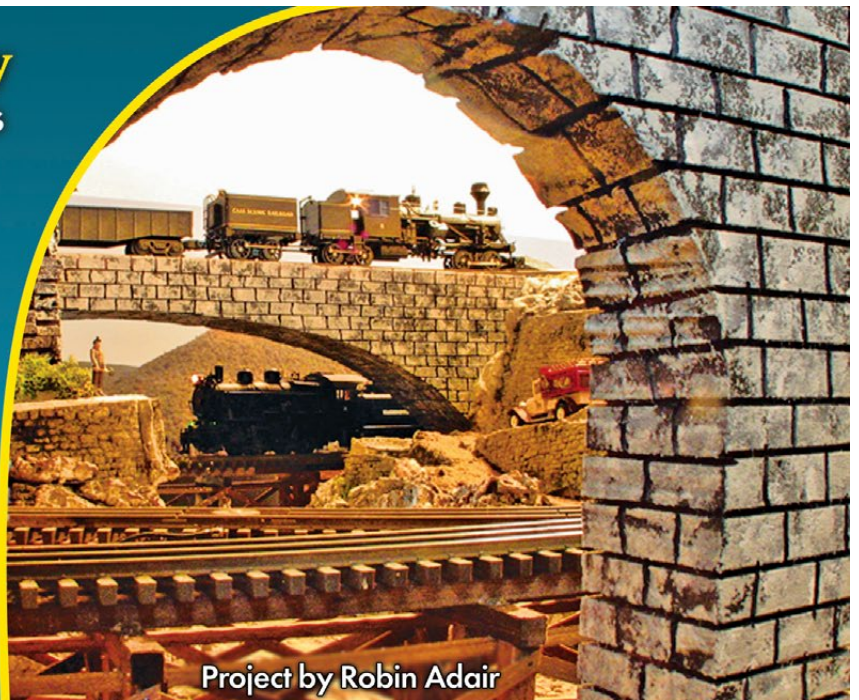


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Project by Robin Adair

Top Posts on GR News Social Media in 2022

These are the 10 posts that got the highest number of positive interactions, mainly 'likes', on our Instagram & Facebook channels. On average our daily posts get 75 'likes', while these images received 150 to 300+'likes'. They averaged 263 'likes'!



The Viggiano Line NJ: Image Shawn Viggiano



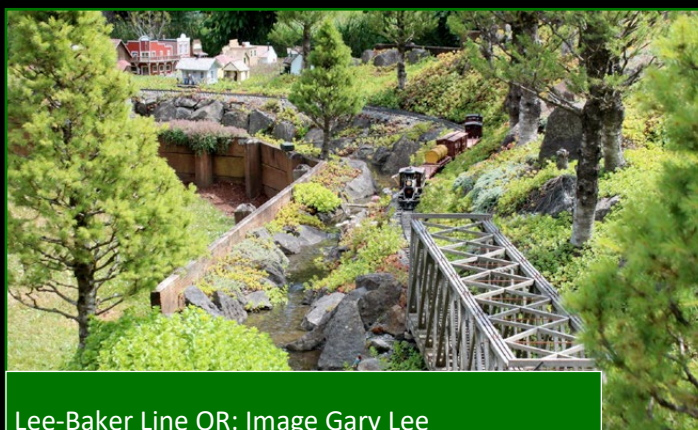
The Schade Line ME: Image Eric Schade



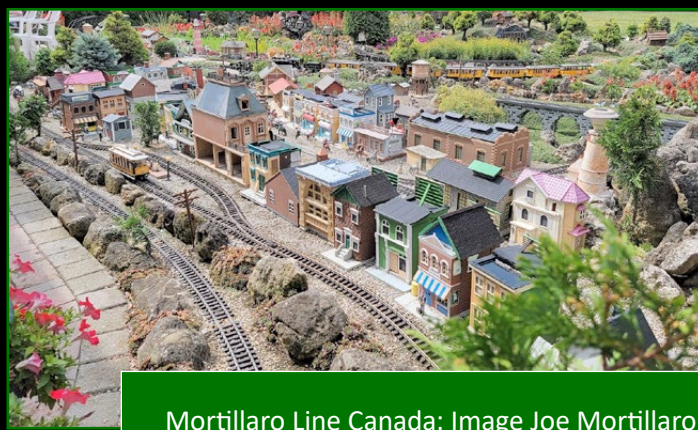
Waszack/Miller Line CO: Image Mick Spilsbury



Brody Line CA : Image Ken Brody



Lee-Baker Line OR: Image Gary Lee



Mortillaro Line Canada: Image Joe Mortillaro

The top 4 posts are on the next page.

Top 4 Posts on GR News Social Media in 2022



La Barba Line CA: Image Nancy Norris



Wandering Railroad CA: Image Mick Spilsbury



Lee-Baker Line OR: Image Gary Lee



Dunlap Line CO: Image Mick Spilsbury

CONGRATULATIONS TO THE RAILROADS FEATURED

If you would like to see if your railroad and/or image can be a **2023 Top Post**, send images to marketing@grnews.org

- ◇ Images should be good resolution and file sizes 1 MB + (From DSLR cameras or phones for the last 5 years)
- ◇ Be sure to share the names of both the railroad owner and the photographer



We are now also publishing videos on YouTube and we are looking for videos

- ◇ 1 to 3 minutes long
- ◇ Displaying name of railroad
- ◇ Without commentary or voices
- ◇ With/without music (which we can add)

Copyrighted music not accepted on YouTube



2,300 views for this video already!



EMERALD HEIGHTS
GARDEN RAILROAD



Train Barn for the Emerald Heights Garden Railroad from Portland 2019 NGRC: Layouts with Sheds

Santa Clarita Valley Garden RR Club
Newsletter March/April 2020

by Gary Woolard

Photos by Carla Brand Breitner

Some things just seem to go together. Love and marriage. Hot dogs and mustard. A boy and his dog. How about a garden railroad and its shed?

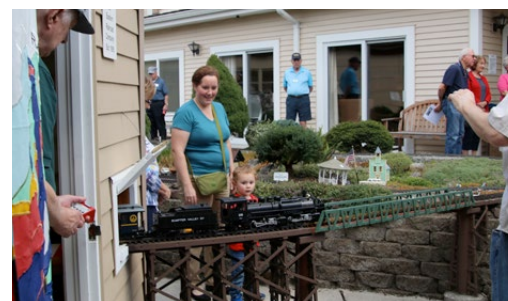
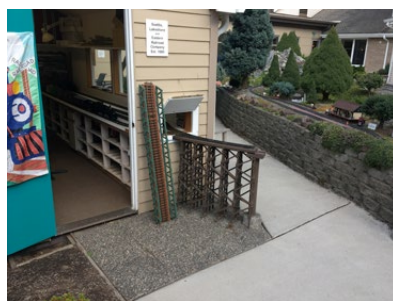
One of the biggest reasons for a garden railroad shed is to have an easily accessible place to store your engines and rolling stock. Lugging a single train's worth of rolling stock back and forth can make any garden railroader jealous of his HO and N scale cousins. And in that best of all possible worlds, track would run seamlessly from shed to layout, so you could just drive your train from storage track to switching yard.

It's also great to have a small workshop handy, where you could easily do the kinds of maintenance &

continued on next page



The EHGRR train barn is tucked into a corner of the courtyard and "hidden" by trees planted to keep the eye focused on the railroad.



A girder bridge hooks across the path to connect the train barn to the railroad.



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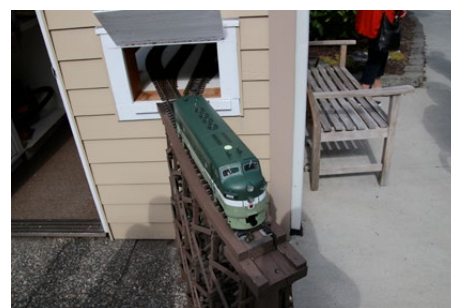
email: shawmutcarshops@yahoo.com

repair that always seems to pop up—wheels out of gauge, broken couplers, batteries that need replacing.

The train barn for the Emerald Heights Railroad [*Garden Railroading News Nov/Dec 2022 #6*] provides on-site storage for multiple trains, countertop work surfaces, and a four track switch yard to send consists out onto the layout. A trestle by the door comes out of the shed's train tunnel. A long girder bridge (seen on the previous page propped up alongside the door) hooks onto the trestle and crosses over the walkway, allowing engineers to drive complete trains right onto the layout.

Windows with a view of the railroad fill the shed with light. See those 'shelves' below the table? They're actually open-fronted drawers that slide out, allowing easy access to the club's rolling stock, as well as keeping it organized. Wood lath between the wheels align cars; dowel pins through couplers hold cars in place.

Trains can be made up on four ready tracks using shelved equipment.



NGRC CLINICIANS WANTED!

Do you plan to attend the 38th National Garden Railway Convention in Santa Clara, CA, July 1—8, 2023? Do you have a part of the hobby you would like to share with others?

Would you consider presenting a clinic to the attendees? If that interests you, we look forward to hearing from you! Please send an email to:

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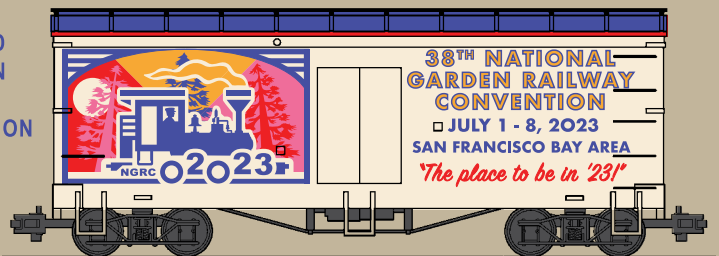
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Plant of the Month

— By Richard Murray

BOTANICAL NAME: *Santolina chamaecyparissus* 'Nana'

COMMON NAME: Dwarf lavender cotton,
dwarf cotton lavender, santolina

USDA HARDINESS ZONE: 6a–9b (down to -10° F)

Santolina chamaecyparissus 'Nana' is a dense, long-lived evergreen shrub that grows 10" tall. The leaves are grey, aromatic and densely clothe the stems. Masses of yellow button flowers bloom on 6" tall stalks above the foliage during the late spring and summer.

Santolina should be planted in full sun to part sun and irrigated very little, if at all, once established. It is truly a drought tolerant plant. The plant tolerates seaside conditions and is resistant to rabbits and deer. The plant also tolerates poor soil and is indifferent to pH. This plant does particularly well in coastal California gardens with little or no supplemental water. It is native to dry banks and rocky slopes in the western and central Mediterranean region from Portugal to Yugoslavia. The plant may be used as an individual specimen or used in a row to make a border. It is ideal for dry rocky areas, including garden railroads. It can also be useful as a potted plant. In the spring it needs to have the dead stems removed and the remaining ones pruned back to maintain its compact shape. Because the plant does not set seed, it is propagated by cuttings or layering.



The species name was given to this plant by Linnaeus in 1753 and comes from the Greek words 'chamae' which means "dwarf" or "low-growing" and 'kyparissos,' a word for "cypress." Combined, it means a "dwarf or ground cypress." Although the common name for the plant is cotton lavender, it is not closely related to either.

Cotton lavender has many uses. The perfume industry extracts an oil from the plant to add aroma for perfumes. The pungent smell of the dried plant repels insects, moths, and fleas. Dried branches may be hung in closets to ward off moths. The leaves can be sprinkled around dog kennels and sleeping baskets of cats and dogs to ward off fleas. Also, the leaves can be used in a sachet of potpourri. Because the leaves have a mild anti-inflammatory agent, the crushed leaves can be rubbed on insect bites to reduce the pain. Because the flowers are long lasting, they are useful in fresh flower arrangements. When used in dried flower arrangements, the flowers do not lose their yellow color.

Numerous cultivars have been produced, and the variety *S.c.* 'Nana' has gained the Royal Horticultural Society's Award of Merit.



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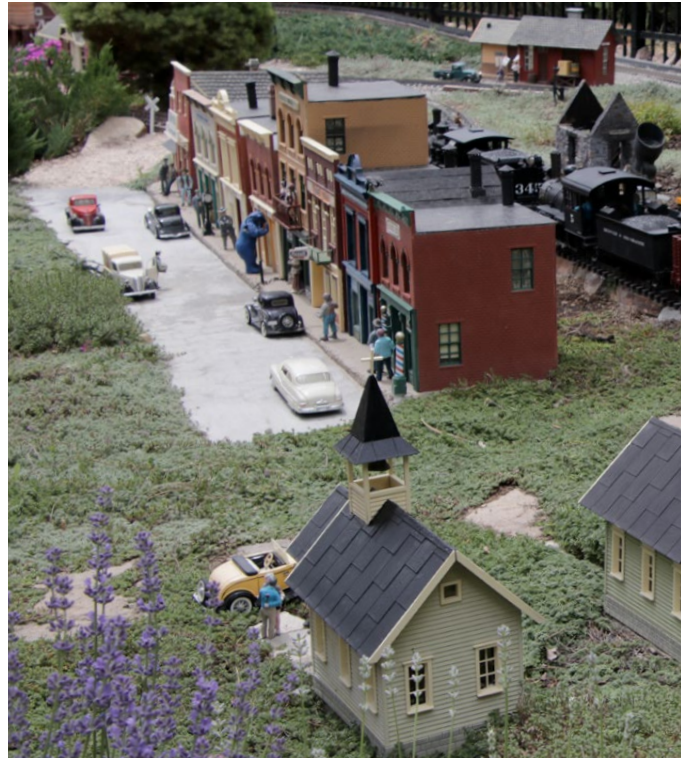
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Pete Hendel realized he could replicate the Blue Bear sculpture by artist Lawrence Argent that looks in the window of the Colorado Convention Center on his Lastchance & Fairplay Railroad. He added this "souvenir blue bear" looking in a store shop window on Main Street to amuse (and puzzle) Denver National Garden Railway Convention visitors.



Photos by Carla Brand Bretnier

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“GETTING TO KNOW”

A Member Profile

Jim Lewis and



My Dad and I built an N scale railroad (4'x8') in 1968 with mostly Marklin products. Over the years in many houses, Dad built various HO layouts and I helped with some of the electronics and mechanicals. His last railroad was an impressive 30'x30' layout that was fully DCC with all sections of track blocked, and via Digitrax Loconet it was hooked up to the computer.



Above: Dad running his railroad.

We used a very nice program called Railroad Automation and he could have up to 17 trains running scripts to start and stop, switch tracks, signals etc. I recall dialing into his computer from Manila (business trip) to help him with some problem. That was amazing... 20 years ago or so!

Link to Dad's layout video:

<https://www.youtube.com/watch?v=P5mu6W8X3Ic>

You might think that he and I are the technical type but not really. He was in the oil business and I was a PolyScience major from an NY liberal arts school. Just goes to show that anybody can learn this stuff with a little persistence.

Model Train Technology was born three years ago but it wasn't my intention to start a business, certainly not after I had spent my career being a CEO and building business all over the world in the software and services industries – and travelling 200k miles/year.

Nope. I wanted to stay home in Florida and play with my trains.

While working on my small 4'x8' layout I decided I wanted my Amtrak passenger cars to have lights in them. The lighting system on my (nice) Kato cars was not good, so I took the smallest Digitrax decoder I could find, attached LEDs, and managed to get that to work. In the process, I had to grind down the interior seats, etc. The thought of doing that 12 more times was not attractive. So I searched the internet for a 11.5mm wide LED light board with a built in DCC decoder. It didn't exist!! That's when I decided to see if I could make one.

After about three months of trial and error and experimentation with electronic kits, public domain software, etc. I had my first working circuit board that a) fit into my cars and b) could turn the lights on and off via DCC. When the LEDs lit, I thought it was like giving birth. Since then, my wife of 35 years has corrected my understanding of that!

I completed my Amtrak train with additional boards and then started adding variations in length and features (like rear blinking lights and different variations of LEDs). Family and friends suggested I try to sell them. I was still consulting for a few clients, but I thought, "Sure, why not?"

That is how Model Train Technology was born. We added more variations of the LED light boards, including a Caboose lighting Kit for N and HO. We have sold a lot of those. We also invented an LED Scene Controller that allows for animation of 16 separate channels with over 5 million animation possibilities. This was designed to replace all the Woodland Scenic parts except for the actual lights. Then we started making fiber lighting products. (We designed and manufacture the Lamplighter Fiber controller for Dwarvin Enterprise.) We have a sound controller and many other items for the smaller scales.

However, the biggest hit came last year last June when we introduced the first Block Signal Controller and signals. The beauty of the product is that it is darn simple. I had produced 50 plus videos on YouTube and they usually got 500 to 1,000 views, some more and some fewer. The video that we made for the Signal Controller had 30,000 views in the first four weeks!! That was crazy!

continued on next page

Then we introduced the first non-IR (Infrared) detector that was not susceptible to varying light conditions. We knew that a cousin of the chip could be used for an outdoor sensor. The twinkle in my eye then was to eventually make a G Scale system using the same technology.

That meant combining the sensors and the signal controller into one product and making it rugged enough and functional to work outside in the rain and sun. Functionally, the system works identically to our small-scale system.



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Link to the famous Signal Controller Intro video:
<https://youtu.be/Blsc2OEmOQY>

Our G scale products were announced at the beginning of June and we've begun to ship the first few units. Demand is always hard to predict but in this case it was good. This is a new area for us so the traditional marketing paths that we used for small scale don't apply. I am grateful to the Florida Garden Railway Society for sharing our story and helping us get the word out.

At the beginning of last year, we put some cash into the business so that we could purchase additional equipment and build up some inventory. We have a farm of 3D printers and few other machines that take on the tedious tasks.

At the same time, as many of you know, the chip shortage hit us. At the beginning we had consolidated our designs to use a common chip used in the auto industry. These are made in the millions, and

we could get them inexpensively – that was until we could not get them.

Fortunately, we are small and nimble and could redesign our products within weeks. But we had to find suitable replacement chips and we had to buy enough, and we had to do that before we had tested the boards in a circuit. These are all fun challenges of a startup business that lead to sleepless nights – the kind of thing I thought I had retired from!

Although my life as a heavily traveled international executive was exciting and rewarding, it wasn't nearly as fun as what I am doing now. If it's possible, I think I am working harder now than I did before! And we keep learning new skills and practices. 3D design and printing was not part of our repertoire nor were we even contemplating its need. Today, 3D printing is big part of most of our products.

When I say "we", I mean two sets of people. Of course, friends and relatives help in many ways. Cecilia (wife) oversees 3D parts preparation. Kids do packaging, marketing, and legal review. (It's good to have a lawyer in the house.) I also use a group of freelancers from all over the world who help with graphic design, website work, circuit design, patent filings, etc. I'm the only full-time employee. (Again, my wife will disagree!)

I think many of you know that building any business is very hard work. I work seven days a week with scheduled time out for family. I stop working every day at 6:30 to exercise as it's the best way I know to slow down and stay healthy! Again, we appreciate your interest and support. Please give me a call and let me know what you are thinking about for your layout and what products we should be considering.

Kind regards,

Jim Lewis

Founder

Jim@ModelTrainTechnology.com
 407-242-5436

Website link:

<https://modeltraintechology.com>

YouTube Channel Link:

https://www.youtube.com/channel/UCICo-pj4Y5IFv_VnaNalvbg/videos

Products Page Links:

<https://modeltraintechology.com/g-scale-signaling>

LIGRS 2022 Annual Photo Contest Winner



All LIGRS members were asked to vote for their choice of the 2022 contest winner. The winning photo "Busy Workers" was taken by Louise Sewall of Lou Cortese's vignette on the modular display at the Cradle Of Aviation Museum.

This photo will also be featured on the cover of the Long Island GRS 2023 Roster.

See a slideshow of all monthly winners for 2022 on our LIGRS website ligrs.org at "Member info>Photo Contest Winners" or use the link below:

<https://ligrs.club/photo-contest-winners> [Ed. Note: 2021 & 2020 winners also shown.]



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Building a Tudor House Containing a Museum of Steam

By Richard Murray

Among the scratch-built buildings on the Green Hills Railroad is a Tudor house with a detailed steam museum in the back. I love Tudors and wish we lived in one. Failing to have our own Tudor, I found a photo of a beautiful one that I used as a blueprint to scratch build a copy.

Since Tudors have mostly vertical windows with many panes, that's the style I ordered, 27 in all and all a little different. Tudors usually have brick or stone for the lower half, so I ordered 1,500 red bricks. I used double-sided tape to attach them, except in awkward spots where I used E-6000 glue.

Tudors have steeply pitched roofs covered with slate or shingles. Since I had just finished doing a slate roof, I chose to do a shingled roof. A problem came up because doll house cedar shingles don't last a long time outdoors. I was told that teak shingles would be best, but they don't come pre-packaged. I didn't even want to glue 2,000 shingles; let alone

make them, too. However, I certainly didn't want to ever have to glue the shingles a second time, so I went ahead and made the 2,000 shingles by hand. Tudors are always half timbered, so I added the half timbering with dark stained redwood.

On the back of the Tudor, I built an intricate steam museum to show off a part of my steam collection. There is a ticket counter with a brass cash register, an administrative area complete with a roll top desk, nine brass light fixtures, a completely equipped repair shop, a hundred pieces of clutter, a dozen emblems of old railroad companies,



lots of museum visitors, and seven brass stationary steam engines.

To better see the whole two floors, the entire second floor and the entire back of the Tudor is clear acrylic. The ground floor is real oak with walnut colored trim.



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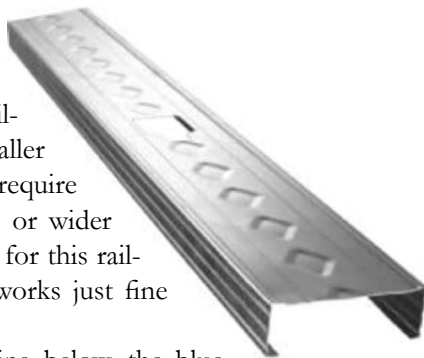
A Method of Laying Ground Level Track

Photos and article by Pete Comley

There are many ways to skin a cat – or so the saying goes. There are probably just as many ways to lay ground level garden track, from clipping together pieces of sectional track and laying them on a grass lawn to a rebar reinforced concrete bed requiring a ton of cement and steel. Here is an alternate method which I used with much success on my own layout some 20 years ago in Seattle, and which is still in good condition. I've recently made another layout in the Los Angeles area which I hope will last another 20 years.

The basis of the construction is the use of steel studs used in the building industry, mainly for industrial and commercial buildings. These come in the form of C shaped channels in various widths and metal thickness, and is galvanized to prevent rusting. The 3 1/2" size, which is equivalent to a wood 2x4, is ideal for our hobby as our track is around 3 inches wide. The next size up is 5 1/2" and can be used on curves – more on this later. You can buy this either from Home Depot etc. or a specialist building supply company. I use the popular 25 gauge (25Ga) steel thickness, but have also used thicker gauges when I need a long unsupported span. They come in 8 and 10 foot lengths, and even longer if required.

My new railroad in L.A. has 13-foot radius curves. I realize many railroads need to have smaller radii, and this would require either shorter cut pieces or wider studs (e.g. the 5 1/2"), but for this railroad I found the 3 1/2" works just fine for the whole layout.



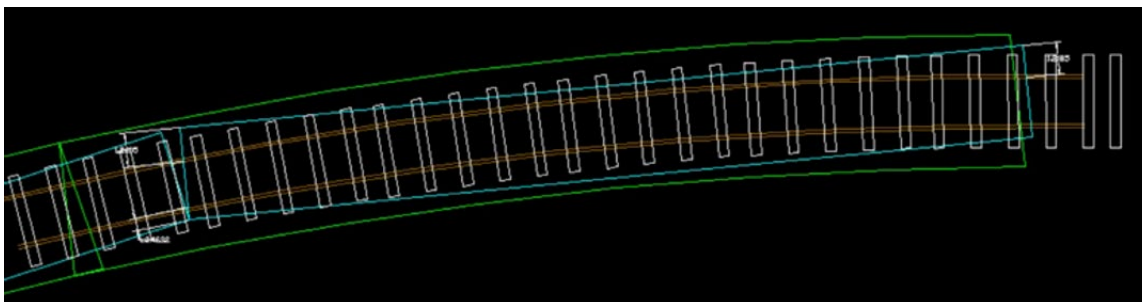
Looking at the drawing below, the blue rectangle represents a 32-inch long by 3 1/2 inch piece of steel stud to make the deck section, and the brown lines show the two rails of the 45mm wide track at a 13 foot radius. By careful placing of the track the rails are always supported by the stud, even though the ties go over the edge a little in some areas. The green outline shows a 6-inch wide piece of roof felt – more on that later. If you have smaller radii, you can use a wider stud to make sure all the

rail is supported. The reason I chose a 32 inch long deck is that it is one third of an 8 foot stud and is quite convenient to handle and place in the ground

Using a circular saw with an abrasive blade, I cut up several 8 foot lengths into 32 inch pieces and cut several more into 12 inch pieces. The 12 inch pieces form the legs of each deck section. The profile of the stud has a small return flange formed at the bottom of the flanges, and so I bent those back on each end of the deck piece to be flush to the flange for about 2 inches. This allowed the leg to be screwed into the end of the deck with a 6-32x1/2" stainless sheet metal screw as shown below.



Then it was just a matter of digging a 6" diameter by 14" deep hole at 32-inch intervals around the 13 foot radius, scraping a small trench between them to accept the depth of the deck (1 1/2") and dropping the deck assemblies in, each one touching the previous deck.



Continued on next page.

After that came the levelling with a 4-foot level. Then I packed earth around each leg, using a 1x2 piece of wood to tamp the dirt down firmly all around the legs. The friction is surprisingly good at holding the leg in place; it will easily hold a 60 lb. bag placed on it.

The picture at right shows the decks in place, also the method of getting the 13 foot radius. It is simply two pieces of 1x2 by 8-foot wood screwed lengthwise with a 1/2" hole near one end to take a 3/8" rebar and a mark at 13 feet from the hole. The pieces of rebar are hammered into the ground for the centers of the semicircle. I have an 8 foot straight section to make an oval shaped layout and a second bypass track for half of the circuit.

At the far end in the upper photo, I made an 8 foot straight off the bypass track for a steamup bay and, as this was constructed on newly dumped dirt that was placed to make the yard level, I made 18" legs for that section. Steamers can attend their engines at chest level instead of bending down to the ground.

The track would look ugly if just laid on the metal deck, so I use roofing roll as an underlay between them. It comes in a 50-foot long by 3-foot wide roll, is made from a thick bituminous fabric with stone grit embedded in the surface and is intended for inexpensive roofing. I buy the tan colored one to match the dirt around the track. I used a piece of plywood with a 13 foot radius arc cut at one end as a template, then cut the roofing roll on its back side with a box knife into 6-inch wide strips with the 13 foot profile, shown in the photo, and also as laid on the metal deck section. Using the 13-foot radius rod, the track can then be screwed through the roofing felt into the deck with self-tapping stainless sheet metal screws (4-40 x 3/4").

My preferred method for laying track is to use flextrack and stagger the railjoints., prebending curved sections

Continued on next page.



of rail before loading tie strips. This layout was made with Sunset Valley track, which is supplied as 6 foot lengths of rail and boxes of 1 foot strips of ties.

The rail was first bent using a rail-bender attached to a piece of wood, then lightly oiled under the bottom flange with a rag. Then the rail was threaded into 3 tie strips, some on the left side and some on the right as shown. Finally the track sections were placed on the decks, threading rail alternately left and right into the previous section.

To finish off the installation I used a product available in California called decomposed granite (DG). It's a sort of coarse tan-colored sand with fines in, and I brushed it between and around the ties. I then made a 50/50 mix of water and concrete bonding adhesive made by Quikcrete, and dribbled it around the track to soak into the DG. It bonds to the DG and sets to a hard surface, (which makes track cleaning easy using a blower or broom). It covers the roof roll, and maybe the roll is not needed, but I think that protects the deck from water and rusting. The effect of all this is to make a realistic track that does not stand out like a sore thumb in the back yard, one that blends in with its surroundings and yet is easy to clean and maintain.

I'll give an update on its performance and stability in 20 years time. Stay tuned!



(Above) Rail bender set up to bend curve.



(Above) Oiling rail pre-threading.



(Below) Threading one side of tie strips.



(Below) Rail in place with ballast.

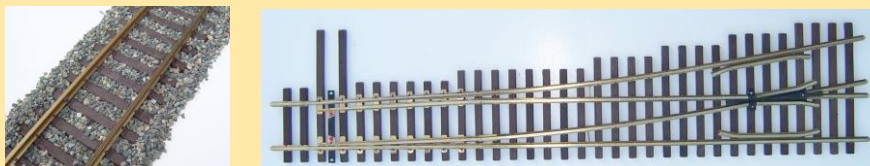
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Puget Sound Garden Railroading

Photos continued on next page.

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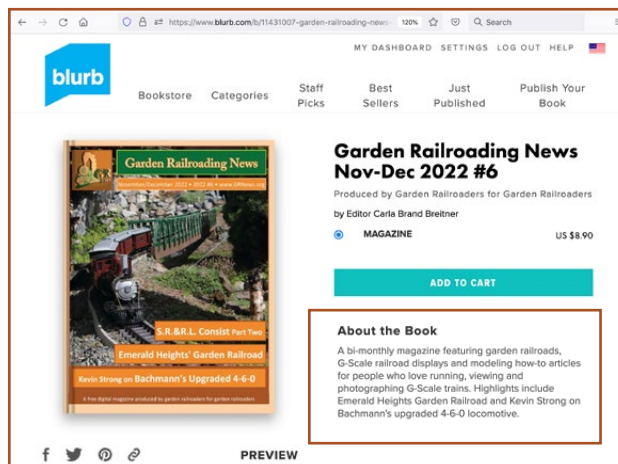
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A G-Scale Realistic Scene Photo Gallery

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photos may also appear on the **GR News** website and social media.



Articles for *Garden Railroading News* are always welcome.

GR News would like to share the story that guided your plans when you built *your* railroad and your how-to tips.

Send your *Tale of the Track/How-To* to editor@GRNews.org with illustrating images — and your railroad may be the next *Tale* told.

If you are interested in a wider platform for short videos or photos of your garden railroad, *GR News* will share them on YouTube, Instagram or Facebook.

Contact Mick Spilsbury at marketing@GRNews.org

Videos less than 3 minutes are ideal.

www.youtube.com/channel/UCmuyDnk2QRy1e1Q1AMFXrJw

Where is your Zoo?

This summer I had a young neighbor, Jayden, show up persistently to “help” me build and run my trains. “Can Warner work on trains?” Sometimes he would show up several times a day. We could have been annoyed by this frequent visitor that didn’t want to take “not right now” as an answer. I often tried to find any job he could help do around the layout. One afternoon when I had other “important” things to do, Jayden showed up as usual and was happy to just watch. He asked, “where is your zoo?” I said I hadn’t built one yet. The next day he showed up with a bag full of small animals he found at a thrift shop as well as a bundle of sticks and paint from a craft store. “Let’s build that zoo!” How could I say no? We found the right sized board and decided which animals needed their own pen. Together we cut some pieces of wood to make the fence posts. He also imagined they needed feeding troughs and water areas. Several days later we finished the Bears paw Zoo.

Unfortunately, his mother let us know that his family would soon be moving away but we had some great times building that zoo. They moved to another state but I gave him some no longer used HO train cars for him to keep to play with wherever they went. He wanted me to have the Zoo. Maybe Jayden will grow up and help someone build a zoo or a full railroad someday. We miss his frequent persistent visits and hope his family will come back through some day to visit the railroad. Meantime, the Zoo has become a permanent part of the Bears paw Southern Railway and some lasting memories for us all. This has to be my favorite memory from this summer. Always try to spend that extra time with visitors! —Warner Swarner



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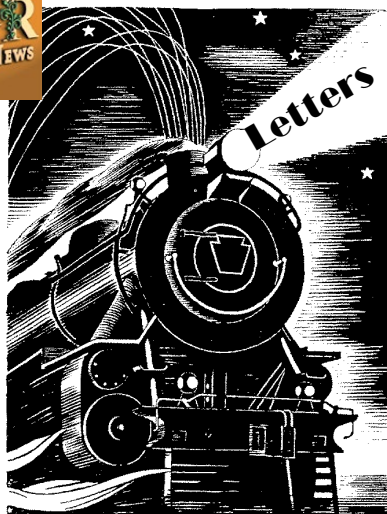
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STRAIGHT FROM THE IRON HORSE'S MOUTH

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Creating Artwork for Use on a Cricut

Could you contact the Cricut article author [GR News Nov/Dec 2022] to see if using TinkerCad for the art work, graphics, geometry, definition will work?

Norm Baullinger
Puget Sound Garden Railway Society
Washington

Doug Martin wrote this reply:

Norm... I am not familiar with Tinkercad, but a quick review of their website indicates that it is a 3D program made up of shapes that are either solid or hollow that when combined create the desired new shape. This is certainly a different concept from traditional vector-based CAD programs. Despite this though, Tinkercad does give the option to export the final design as an SVG file that is

composed of two dimensional vectors. There are no guarantees, but this sounds like what you would need.

It would certainly be worth a try. The article summarizes how I tackled the graphics challenge using tools I had on hand and was familiar with. There certainly must be other ways to achieve similar results. I am of the impression that any graphics program that can generate a transparent background can be used to design the artwork. Perhaps something as simple as taking a readily available JPG into a basic graphics program and exporting it as a PNG with a transparent background may be all that is required.

Having vectors as a base gives definite line information describing the shape, but the Cricut software may be smart

enough to recognize the 'edge' of a pixelated shape and give an outline similar to that of a vector. As is typical, there are many ways to solve a problem and with a little creative thinking, alternate solutions are available. Some are no doubt far superior to the approach I took.

*Doug Martin
Ontario, Canada*

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	Greater Vancouver Garden Railway Club
	Vancouver Island Garden Railway Club
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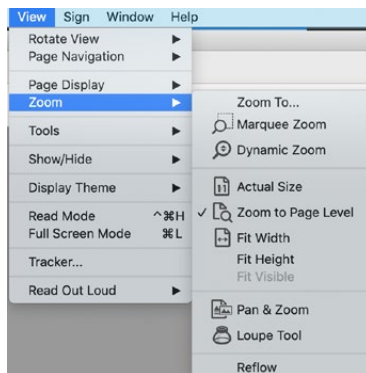
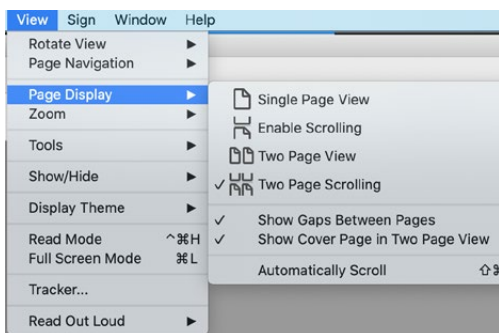
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