



Garden Railroading News

May/June 2023 • 2023 #3 • www.GRNews.org



**Operations on the
Lake Town & Shire RR**

**3D Printing Two Buildings:
a Farmhouse and a School**

**Lessons Learned Building Multiple
Miniature Plant Kingdom Railroads**

A free digital magazine produced by garden railroaders for garden railroaders



Garden Railroading News

May/June 2023 • 2023 #3 • GRNews.org

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Running operations and making the most of modifications.

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Cover Photo: *Work Crew at Night in Bernard*
The Mystic Mountain Railroad • Proprietor/Photographer Ray Turner



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How to Download a PDF, Magnify Pages, and the "Hamburger" Icon.





Photo by Ken Brody

Above: On Ken Brody's Westie Line, a mill can be seen on the far side of Misty Pond as a Mogul passes on the near-side trestle. The trestle frames a fishing shack, fishermen, and checker players enjoying life at the pond. Ken and The Westie Line will welcome visitors on the first day of the 2023 National Garden Railway Convention this summer. • Santa Rosa, California

Below: Spring on the Oyster Creek Garden Railroad; proprietors Rich & Ann Marie Perrelli. A Delton Colorado Southern C-16 pulls a short Bachmann passenger train past an Azalea trimmed into a tree on the mainline leaving town. • San Diego, California

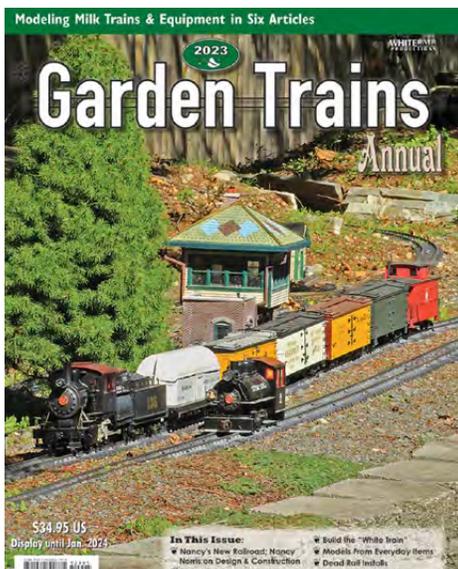


Photo by Rich Perrelli

*MAY
WE SUGGEST...
Something New*

Garden Trains Annual 2023 from White River Productions

It's time to place your order for the third *Garden Trains Annual* from White River Productions. Early bird pricing of \$30.00 ends May 31; regular price will be \$34.95 (plus shipping). This soft cover publication, packed with



how-to projects, features Nancy Norris on design and construction of her new railroad, a live steam locomotive rebuild, Grizzly Flats enginehouse, building a "milk" train, dead rail installs and much more. Look for layout tours and garden railroad photos to give you great ideas.

Whatever your large scale modeling style, you'll find the *Garden Trains Annual 2023* has articles for you.

shop.whiteriverproductions.com/products/gt23

Coming Soon in GR News: Variety in Garden Railways in the United Kingdom

by Peter Thornton, Florida GRS



Photo by Chris Bird

2023 National Garden Railway Convention Activity Additions

The Bay Area Garden Railway Society is in high gear as they prepare to host the 38th National Garden Railway Convention [ngrc2023.org] starting on the Napa Valley Wine Train the evening of June 30 and ending with post-convention tours of Central California Coast layouts July 10 and 11. The speakers at the banquet will discuss restoration work on locomotives with a Disney connection. Michael Campbell will speak about saving the Fort Wilderness engine and Ken Mitchrone, a project manager on the Grizzly Flats Railroad project at the Southern California Railroad Museum, formerly known as the Orange Empire Railroad Museum, will speak about restoring the Emma Nevada and the Chloe, locomotives previously owned by Ward Kimball, one of Walt Disney's original animators.



Three FREE "make & take" clinics for kids are scheduled at the 2023 NGRC—one on Friday July 7, at 3:00 PM and two on Saturday, July 8, at 11 am and 1:30 PM. Kids will customize flat cars with the load of their choice. More details and sign-up information on page 33.

Post-convention open houses, hosted by Central California Coast Garden Railroad Society in San Luis Obispo and Santa Barbara Counties, feature twelve layouts plus a ride-on, a World War I trench loco restoration, and the Pacific Coast Railroad (1:1), a 3-foot narrow gauge on a historic ranch in Santa Margarita. At Santa Margarita ranch, convention delegates can ride past a 19th century barn, farmhouse, and Wells Fargo station in one of four original Santa Fe & Disneyland Railroad passenger coaches. San Luis Obispo Railroad Museum will also be open. Info at: cccgrs.org



PIKO America Adds a C&S Mogul Consist and New Wood Cars for the AT&SF

For modelers of frontier western-style railroads, PIKO adds a Colorado & Southern Mogul with smoke, lights, and digital sound to pull wood coaches with new numbers and a wood caboose in a new livery. Modelers running Atchison, Topeka & Santa Fe Railway locomotives now have two more wood coaches and a wood combine with new numbers. A new Santa Fe Drivers Caboose includes lighted markers and metal wheels. Coach and combine interior lighting kits and metal wheels are available separately.

More information at: www.piko-america.com



38235 C&S Mogul #3 w/Sound

38661 #77 C&S Wood Coach 38662 #71

38969 C&S Wood Caboose



38666 SF Drivers Caboose #112505

38663 #110212

Santa Fe Wood Coach

38664 #110154

38665 SF Wood Combine #111543

LGB San Francisco Streetcar Arrives on Time for Convention Service

Märklin/LGB North America has a San Francisco streetcar in stock just in time for the 2023 National Garden Railway Convention in the Bay Area. This is a model of the original 1914 San Francisco Muni streetcar #130 or the "Lucky 130." The four-axle streetcar got its nickname because it was saved from being scrapped in 1958 to tow broken down PCC-type streetcars. It was bought originally to take San Franciscans to the 1915 Panama-Pacific International Exposition. It served as a tow streetcar from 1958 to 1983 when it had its seats restored to participate in a Trolley Festival. Back in service on the "F" line from 1995 to 2016, Lucky 130 is in the shops of the San Francisco Municipal Transportation Agency awaiting another full restoration.



20384 San Francisco Streetcar, Car No. 130



This is the first LGB streetcar to include an mfx/DCC decoder for many digitally controlled light and sound functions. Running sounds work in analog. All wheelsets are driven by two Bühler motors.

More information at: www.LGB.com

Accucraft Updates their Ruby Live Steam Engine & Looks Forward to the Arrival of the Mabel

The re-engineered 0-4-0 Ruby is arriving this summer. This little 1:20.3, butane-fired, live steamer makes a great engine for those starting in steam and keeps the experienced steamer constantly entertained. The new version features a stainless steel body, hinged cab roof, magnetic smoke box door latch, and open access to the side tanks from the cab for radio control installation. Available in black, red, blue or green.

The 0-6-0T 1:20.3 Mabel will follow the Ruby onto the tracks later this summer. This butane-fired 45mm locomotive can also be configured as an 0-6-2 with optional rear trucks or as a 2-6-2 with optional front trucks and extended frame.

More information at: www.livesteamstation.com



Ruby Live Steam Engine #3



Mabel 2-6-2 Extended Frame, Front & Rear Truck Version

Sunset Valley Railroad LLC Is Now Owned by a New Pete

Pete Larson recently purchased Sunset Valley Railroad from Pete Comley. Pete L. is a lifelong train enthusiast with a primary interest in Lionel. The purchase of a new house with an ample backyard piqued his interest in Garden Railroading. He applies a lifetime of experience gained from growing up in, and eventually running, his family's machine and fabricating shop, ensuring that the great quality of Sunset Valley Railroad products will continue.

Sunset Valley will continue to offer a full line of switches, track and pneumatics. It will also continue as a dealer of Roundhouse Engineering live steam engines. Operations have moved to Milwaukee, Wisconsin, where Pete L.'s wife Cindy and their two children are pitching in.

Pete Comley will lend technical advice to ensure a smooth transition. While Pete C. has handed operation of Sunset Valley off to new ownership, he remains active in the Garden Railroad hobby.

The Sunset Valley email remains the same:
pete@sunsetvalleyrailroad.com

New phone number is 414-333-5897



More information on Sunset Valley Railroad track, pneumatics, and switches at:
www.sunsetvalleyrailroad.com

Split Jaw Products Adds Track-Side Signals to their Product Line

For that realistic look, add signals to your layout with Split Jaw Products new line, available for trackside in Searchlight or Stoplight heads on a mast in red, yellow, green or as Dwarf signals in red & green for switchyards. Designed to withstand hot weather and moisture-resistant, signals include wiring easy to solder or connect. Signals operate with any 11-24v DC power source. Hardwire to one color of your choice or attach to your own switch or control system to change colors.

For more information: www.railclamp.com



Some G-Scale Displays To Visit This Summer

Summer is a great time to visit garden railroads... and railroad venues in all scales. We mentioned some in the March/April issue. Here are a few more possibilities for your travels:

Carillon Park Rail Festival

Carillon Historical Park, Transportation Building
 1000 Carillon Park Blvd, Dayton OH

June 24 (9:30am to 5PM) & 25 (11am to 4PM), 2023

New 3' gauge train, ride-on train, model trains & more

Cheekwood Estate & Gardens

cheekwood.org

1200 Forrest Park Drive, Nashville TN

Tuesday thru Sunday (Trains run 9am to 4PM weather permitting)

There are two Applied Imagination natural material-constructed garden railroad areas to explore. Come for Trains! and the new Enchantment Express!



Photo courtesy of Cheekwood Estates & Gardens

Puget Sound GRS at Skagit County Fair

Skagit County Fairgrounds, Mount Vernon WA

August 10 to 13, 2023 (10am to 9PM)

Multiple trains running. Come by and discuss trains in between carnival rides and county fair food.

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- operating AAR knuckle couplers
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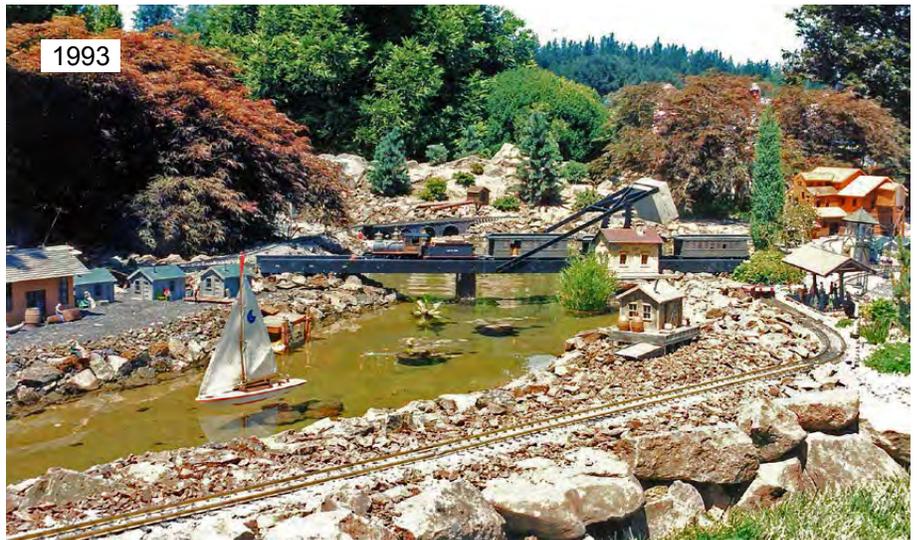
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What I Learned from Building My Four and a Better Half Garden Railroads

By Don Herzog, Sebastopol, California
with contributions & Photos by
Ken Brody

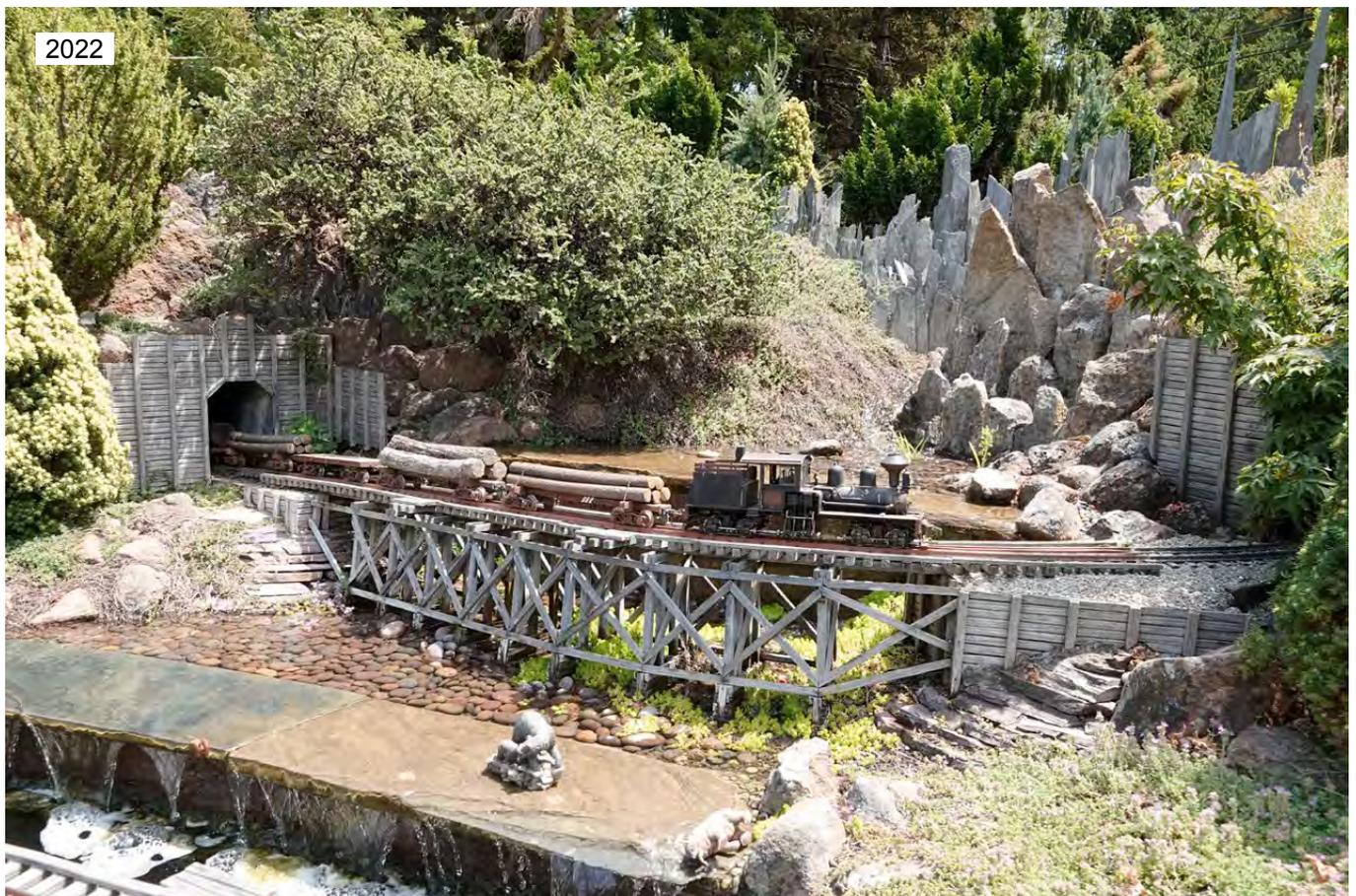
Though I have loved trains all my life, my interest and expertise in garden railroading focuses strongly on the garden component. My professional background is as a horticulturist and, along with my wife Becky, I operated a nursery called the Miniature Plant Kingdom near Sebastopol, California, from 1969 until my retirement a few years ago. At its peak, the 2½-acre nursery carried over 1,400 varieties of miniature roses, trees, shrubs, ground covers, alp-



Layout #2 1993: Pond with viaduct and landscaping in background.

ines, and other plants, most of which were well-suited to use on garden railroads. I also have been a long-time collector of miniature figures,

both people and animals. Extensive landscaping and many little details are therefore features of all five layouts I have built. *continued on next page*



Layout #3 2022: A two-truck Shay brings a log train across the upper trestle above the waterfall. Water features (or dry stream beds) appear in most of the Herzog layouts.

Layout #1: So, with these two interests solidly rooted in me, building my first garden railroad came naturally. My first garden railroad was built soon after LGB trains were introduced in the United States in the 1970s. Only European trains were available at the time. I purchased a passenger and freight train set along with 200 feet of brass track and two switches for a siding. This layout was located in a small area 40 feet across. It had a few buildings and, of course, some little trees. The European theme did not really interest me, however. Consequently, trains weren't operated very much and I don't even have any photos of this layout. I liked the idea of running trains in my garden, though, so I decided to wait for American style trains to expand my collection. When they began arriving in the mid 1980s, I purchased many for that great big layout that I planned to build some day to replace Layout #1.

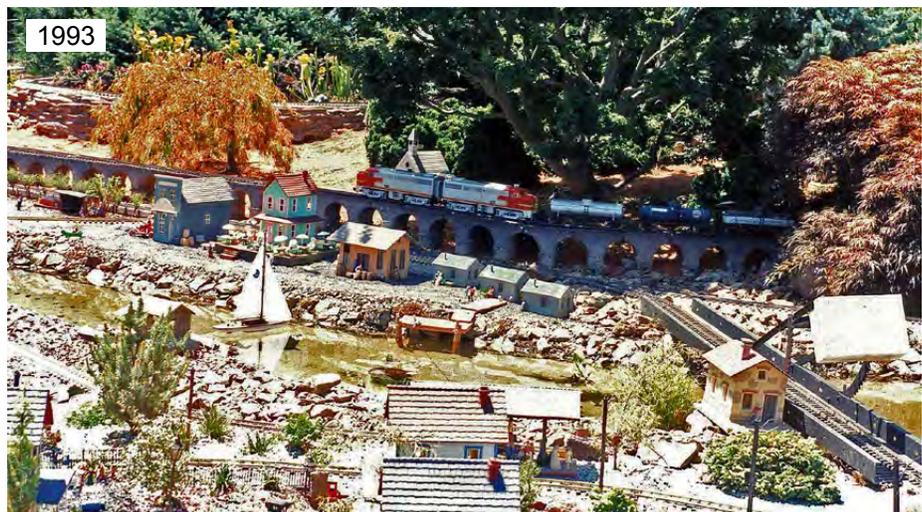
Lessons Learned: Purchase trains that you enjoy seeing so you will run them often. [Ed. Note: Remember to take photographs and make digital copies.]

Layout #2: The next layout was constructed in 1990 and was on the National Garden Railway Convention tour in 1993. It consisted of about 350 feet of track, some on a long trestle two feet high. There was a small town in the middle of the layout called Snob Hill with a trolley running around the town. The layout also featured a large waterfall and a pond with track on a viaduct crossing the pond. The layout was planted with many miniature trees and shrubs. However, it took several minutes for the single train to make it around the layout and I got bored with the wait. I

then purchased an engine with sound and placed several magnets in locations along the track to automatically blow the whistle and let me know where the train was. Nice as this layout was in many ways, I dreamed of something better. Therefore I began work on the next two layouts and abandoned this one.

Lessons Learned: In a large space, I needed to have several trains running at the same time to get the desired effect. Extensive landscaping and many little details would still be essential as well.

continued on next page



Layout #2: Pond with viaduct and landscaping in background.



Layout #2: Town center with waterfall in background.



Layout #2: Snob Hill and trolley car moving by.



Layout #2 2010: Final run on Layout #2; tree roots have raised and tipped the track.

Layout #3 Mountain Layout 2013 to Present: Design work on the third layout began in 2009, but the major construction wasn't completed until 2013. More work was done the following year. Since then, little changes have been made regularly and the vegetation has filled in considerably. Covering a 25 by 75 foot area of the former nursery, Layout #3 was carefully planned on paper and designed to enable as many as seven trains to be run simultaneously on two separate loops of track. There are 23 electrically isolated blocks of track and a custom-designed control panel that senses where each train is and prevents it from entering a block until the train ahead moves onto the next block. There are over 1,000 feet of PVC pipe buried in the layout which house the wiring. Features of the layout include two large waterfalls with trestles crossing the ponds below them, a western town with a large sawmill (a replica of nearby Sturgeon's Mill [pg. 38 top right]), a farm, an Indian village, and a mountainous area covered with a variety of miniature trees and cacti, and with two tunnels through it. The entire layout is elevated about 30 inches above ground level with concrete blocks serving as a retaining wall.

Lessons Learned: First, when relying on a sophisticated train control system to sense where trains are on the layout, make sure that the ballast doesn't have electrically conductive properties.

Second, long tunnels need ways to access the track and trains in the middle.

Third, when you plant plants near your track, be sure to consider how big the plant will get or you will be doing a lot of pruning or even need to move the plant or the track.

Fourth, and probably most important, elevating the railroad is essential as we grow older.

continued on next page



Layout #3 early in construction in 2013; concrete blocks in place with fill dirt being added.



Above: Layout #3: Little diesel crossing lower trestle in front of waterfall.

Below: Layout #3: Passenger train on upper trestle.



Layout #3: A Climax heads a string of hopper cars through the now heavily wooded area at the south end of the layout.



Layout #3: Pond and waterfall under construction.



Layout #3: Passenger train heads past Indian village on not-yet-ballasted track.



Layout #3: Current view of town at north end.

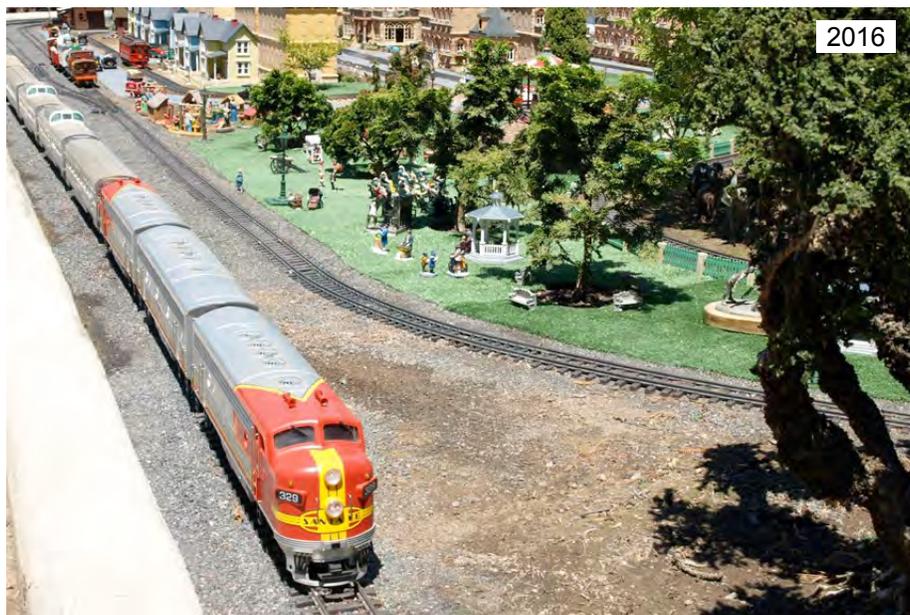


Layout #4: An early view of Layout #4 before the city was elevated to the top of a concrete block wall.



Layout #4: The Safari train, loaded with sightseers, loops around the Safari Park.

Layout #4 City Layout 2014 to Present: Planning for this layout began while Layout #3 was under construction and construction was largely complete by 2014. Like #3, it is about 25 by 75 feet in size and elevated using concrete blocks. This layout, though, is entirely flat and has wide-radius curves allowing running large locos and long trains. The dual tracks are powered and located within easy reach along the perimeter of the layout. The layout's central feature is a large town with two streetcar lines. Elsewhere there is a Safari Park with a collection of wild animals and a train looping around it so that the passengers can view all the animals.



Lessons Learned: A simple-to-operate layout that can handle a wide range of trains is nice. Also nice is being able to see trains almost everywhere on the layout from one vantage point.

continued on next page

Above: Layout #4: Santa Fe A-B-A diesel set brings a passenger train past town on the now-elevated layout.

Right: Layout #4: Passenger train on the city layout mainline.



Layout #4: Fun in the park on the edge of town.



Layout #4: A trolley passes the city layout's highrises.



Layout #5 Fox Hollow Railroad 2018 to Present: Named for a family of foxes that inhabit our property, this is Becky's layout. [See *Garden Railroading News* November/ December 2021 for build article.] Elevated using concrete blocks in what had been a raised vegetable bed, it is just 11 by 14 feet in size but contains lots of fine details in the small space. A prominent feature is a track viaduct salvaged from Layout #2. The track is in a folded dogbone shape with some tight radii and fairly steep grades. Only short, battery-powered trains are operated.

Lessons Learned: A small, simple layout can be wonderful and built in very little time—in this case, mostly within a week. Lastly and most importantly: a Happy Wife is a Happy Life.

And Maybe One More: A Layout #6 is now in progress and I hope to have it running when we welcome visitors for the Convention in July 2023. It will be small with just a single loop of track running through both dense forest and desert settings.



Layout #5: The viaduct from layout #2 found a new home on the Fox Hollow Railroad. Vegetation growing in on upper section of the FHR.



Layout #5: A recent view of most of the Fox Hollow Railroad.



Don & Becky Herzog

Don & Becky Herzog welcome 2023 National Garden Railway Convention attendees to an Open House on the first day, July 1. Register for the convention & add on the opening day barbecue at the Herzogs' at NGRC2023.org.



July 1–8, 2023

**Register today at:
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20494 Amtrak AMD 103 "Genesis" Diesel Locomotive; Road No. 108
Paint scheme and lettering are prototypical for Era VI. This is a special version of road number 108 for the 50th anniversary of Amtrak.



20493 Amtrak AMD 103 "Genesis" Diesel Locomotive; Road No. 160
Paint scheme and lettering are an adaptation of the Phase III scheme as applied to Amtrak's Dash 8-32BWH locomotives to celebrate the 50th anniversary of Amtrak.



31201 Amtrak Baggage Car (Streamliner)

LGB Amtrak cars have interior lighting and metal wheelsets. Passenger cars also have interior details. Cars include stickers for creating different road numbers when adding additional passenger cars to create a prototypical Amtrak passenger train.



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CLUB CORNER

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

Many of the larger clubs have special interest groups (SIGs) on various subjects. *Live Steam* is probably the most common SIG. *Modules [Building & Display]* is another SIG for many clubs. Not everyone in a club is interested in the SIGs, but usually some members are passionate about one or two. *Operations* has also become a SIG common in clubs, but usually only a small number of club members are interested in prototype operations.

Does your club have members who are interested in operations? Ops is certainly not for most G-Scale hobbyists. Most members in clubs enjoy watching multiple trains run through their beautiful gardens while sipping a cold drink and chatting with friends, rather than running trains with a mission.

But for those interested in operations, running trains in circles does not hold their attention for long. They want trains that seem to go somewhere and carry freight and passengers to destinations. They want to operate trains with a purpose.

This will be a two-part article on operations. In the first part, I will attempt to explain what "operations" means in G-Scale, and important features for a layout built for operations.

The second part in the July/August issue will explore ops sessions procedures, how to organize ops before your guests arrive, and how to host a session.

Building a layout for operations is different than a traditional garden railroad, where several trains can run uninterrupted and often unattended on a series of loops. Layouts built for operations are usually more linear; they go somewhere like a real railroad. All tracks usually are accessible to a single locomotive. Often track plans are point to point or loop to loop. When a train gets to the end of the line, they turn around and come back. Real railroads call it a "Turn." Some operational layouts are dual track, but most are bidirectional single-track lines with passing sidings. All trains require an engineer at the controls, who follows his train around the layout controlling its movements and sounds.

Those that run operation sessions in smaller scales usually have staging yards behind the scenery. Trains enter the layout, complete their work, and exit to the staging yards, representing going on to distant cities. Some G-Scale layouts also have staging tracks where trains are assembled before entering the layout as new trains.

continued on next page



A conductor and engineer discuss possible ways to drop off a car at a stop on Warner Swarner's Bearsaw Southern layout.



Photos from Bill Derville

Bill Derville (left) and Greg Martin review paperwork.

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





Layouts built for operations often have switching yards where trains change tracks, or division points where freight trains are broken down and cars sorted and blocked for new trains, based on the car's destination. These yards often have servicing facilities for engines, such as roundhouses or engine houses, turntables, coal loaders, sand houses, and ash pits. I happen to have such a yard on my layout, although it represents the end of a busy branch line, not a division point.

One thing all layouts that are used for operations *must* have is sidings for industries;



Photo by Bill Derville

The switchyard and turntable on Bill Derville's Couer d'Alene Branch of the Northern Pacific.

these industries are the origins and destinations for cars that make up freight trains. In the real world, railroads are businesses, and without industries that need a large amount of material picked up or delivered to them, we have no need for trains.

If you are about to build a layout, decide first if you are interested in operations, for it affects your track plan. It is best if you can observe or participate in an ops session before you decide. Many operations layouts in G-Scale are dual purpose. When not conducting an ops session, their track plans allow for continuous running to display the railroad for open houses and public shows.

continued on next page



Photo by Warner Swarner

Pluto Power is one of the industries served by trains on the Bears paw Southern.



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A loop-to-loop track plan is a common way to accommodate continuous running and also creates the ability to climb mountains on the layout, using the same track to go up and come down again.

Running a real railroad is complicated, requiring a lot of people doing various jobs. Ops sessions try to simulate what real railroads do. It is like a game where everyone is on the same team battling time and congestion to deliver freight and passengers on time. Most, but not all, organized ops sessions require paperwork—train orders, switch lists, waybills, or other forms of communicating what is to be done with each freight car. Many ops sessions have a dispatcher who controls traffic on the layout, just like a real railroad. It is part of the fun of running trains.

In the next article, I will discuss how some garden railroads utilize this paperwork, the

steps to organize an ops session, and tips for the host. Nearly every railroad runs their ops session differently, so I will just explain some of the possibilities.

The Rose City Garden Railway Society has an Ops SIG and several layouts (including mine) built for operations. During the 2019 National Garden Railway Convention held in Portland, we offered four layouts that convention attendees signed up to operate one evening, and many people tried operations for the first time. Some of our club members will be attending an ops session at the Mystic Mountain layout owned by Ray Turner on July 9th, the last day of the BAGRS convention [ngrc2023.org] this July. You can drop by to observe an ops session that morning.

I hope to see you there.

For more on operations, see "Train Operations Designed for Youth Operators" on page 28.



Operators study car movements in the switchyard at an operating session for first timers on Bill Derville's layout during the 2019 National Garden Railway Convention.

Photo by Bill Derville



Radio communication from dispatcher T. J. Meyer moves trains off the Bears paw Southern mainline.

Photo by Warner Swarner





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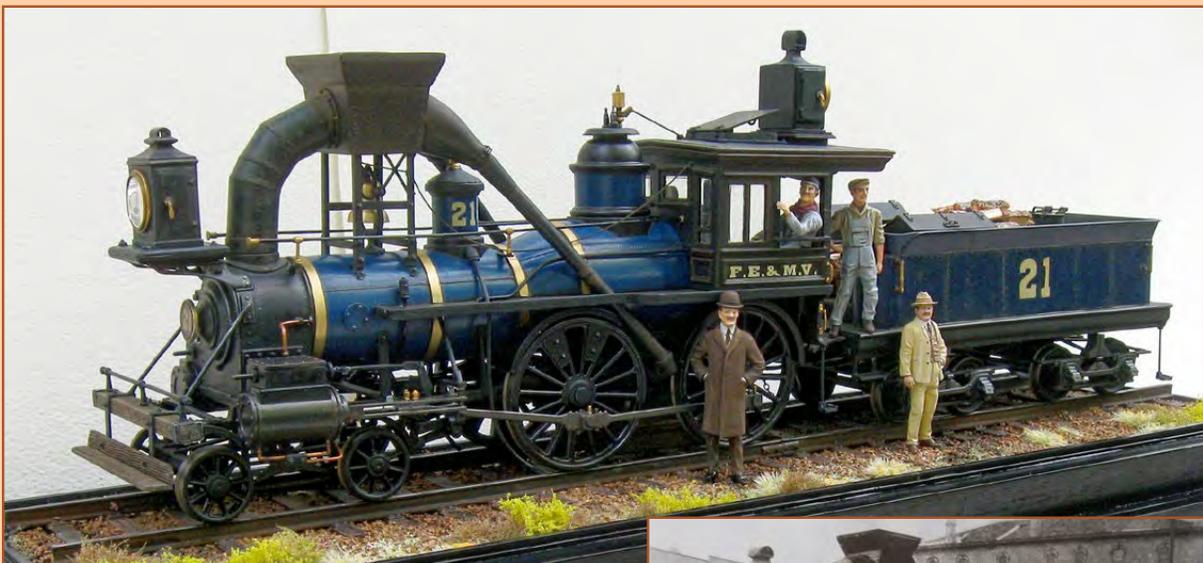
LOCO OF THE EDITION

Muley Cow Locomotive by Bruce McKinney

The LOCOMOTIVE is DONE... with all the issues modifying a 1/25 MPC General kit presented to me, in the end the locomotive turned out pretty respectable. I am glad I chose the blue/black color scheme as I feel it presents itself as a bit on the mysterious Gothic side of things. Whether the real Muley Cow was this combination? Won't know as copies of the found photo were B/W or sepia with no mention of color. The caption on the sepia version of the Muley Cow photo indicated it was a smoke, ash and cinder RE-BURNER. The historic photo has, unfortunately, a person standing right in front of the end of the down tubes. I had to assume they turned back into the firebox for those items to be re-burned—which is how this model is presented.

The experimental smoke stack has a bit of a steam punk feeling—which is what appealed to me in the first place. Scratch building the smoke assembly created some challenges as I strived to get those down tubes at the same angles and flares. The down draft tubes had a slight taper to them so... one night it dawned on me that artist brushes are tapered; the brush shafts worked perfectly. The exit ports were configured from drop tanks and a couple of airline engine housings. I had to remove glued assemblies and slightly modify what I had done probably a half dozen times to get it right—and I think I did.

The large tube coming out of the smoke stack area and going up to the collection box is not quite as angled as in the Muley Cow photo. I suspect the boiler on the real locomotive might have been a bit longer than my General kit boiler. Several attempts were made to match that sloping angle, but it just did not work out; the collection box and smoke outlet were just too close together. But I think the “flavor” of the Muley Cow is here.



The tender has now been married up with the locomotive. Minor mods to the tender are the scratch built storage/tool boxes and the water fill port which was switched out for a MUCH more detailed Ozark Miniatures detail part. Minor weathering and, of course, a real wood load.

I ordered some ICM Models turn-of-the-century figures and the locomotive is a bit of a diorama with the proud owners of the Muley Cow standing about—as in the vintage photo.



Photo #6554 circa 1885 from the Charles B. Chaney Jr. Railroad Photographic Collection
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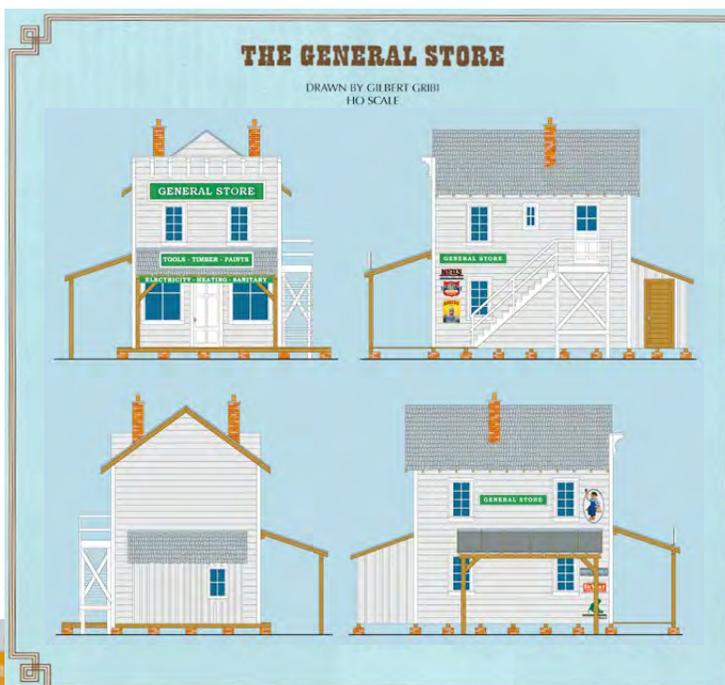
A Tale of Two Buildings

Article and Photos - Ian C Galbraith

Building One

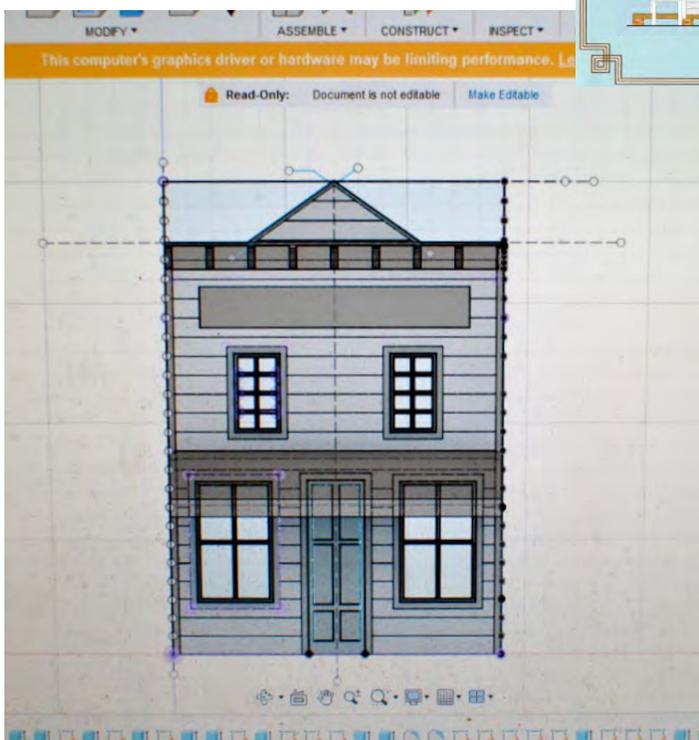
In the January/February 2022 issue of *Narrow Gauge and Short Line Gazette* [www.NGSLgazette.com or www.whiteriverproductions.com], there was a drawing in HO (1:87) scale of a two-story General Store. This was an attractive looking building and would look good in 1:24 scale. The drawing was scanned, enlarged by 362.5% and printed out.

As the height was going to be too large for the Ender 3 printer, the sides, front and back each had to be drawn and printed in two parts. The veranda was a separate print. The various parts were drawn in Fusion 360 and prepared for printing. There were fourteen separate prints: eight body parts, veranda, veranda corrugated iron, ridge, bargeboard (aka rake fascia), stairway, concrete stairway bases and eight corner braces. Printing took around 80 hours in total.



Used by permission from White River Productions and Gilbert Gribi ©

Scan of drawing by Gilbert Gribi in *Narrow Gauge and Short Line Gazette*, January February 2022.



Drawing of front of store.



Drawing of stairway.



THE GARDEN WHISTLE



The various parts were assembled using Loctite® 401 CA. The corner braces were fitted for extra strength. The roof was cut from two pieces of 3mm styrene and covered with Evergreen styrene corrugated iron. Progress photos were posted on Facebook and feedback from a follower in Bath, Michigan, Robert Teed, stated that it was remarkably like a store operated by his grandparents. He provided a photo, taken in the 1930's of his grandmother outside the store. This showed a petrol pump and no veranda posts. What supported the veranda? The veranda was hinged and raised to position by ropes. It could be let down to cover the windows when necessary.

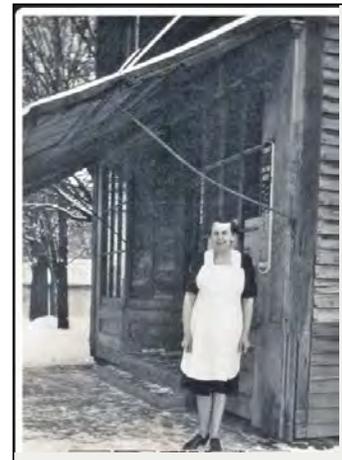
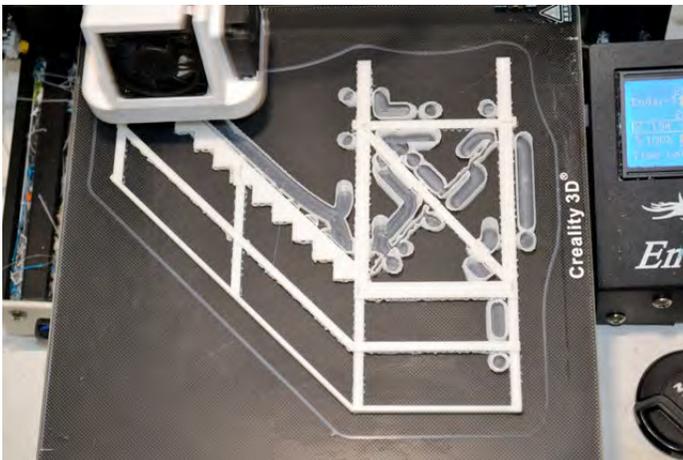


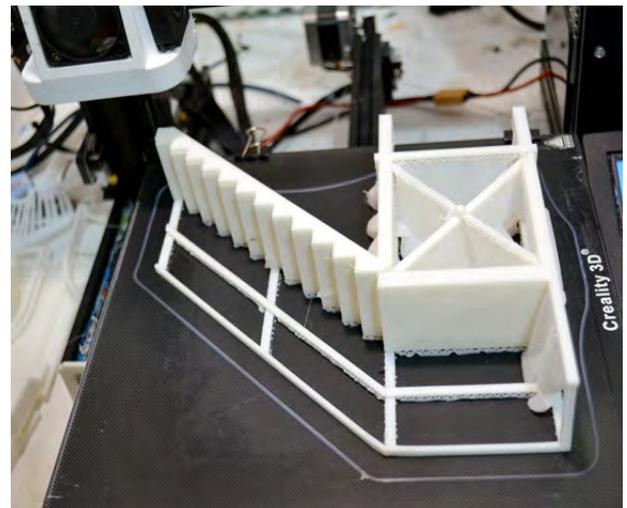
Photo from Robert Teed family used by permission

Coral Porter, Robert Teed's grandmother, in front of her store in Bath, Michigan, in the 1940s.



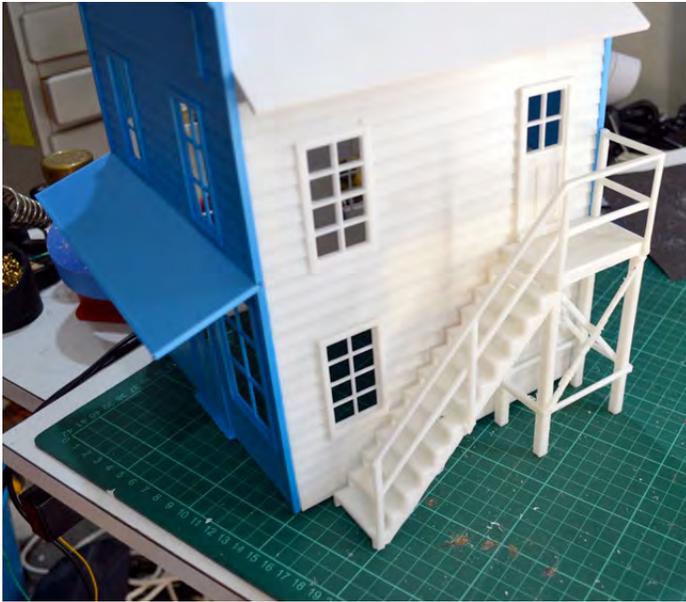
Above - The first few layers of the stairway print. Nozzle 0.4mm, 205C, Bed 60C, Speed 80mm/sec, Layer height 1.2mm.

Right - Stairway printed; ready to remove and trim.





THE GARDEN WHISTLE



Above - Checking the fit of the stairway.

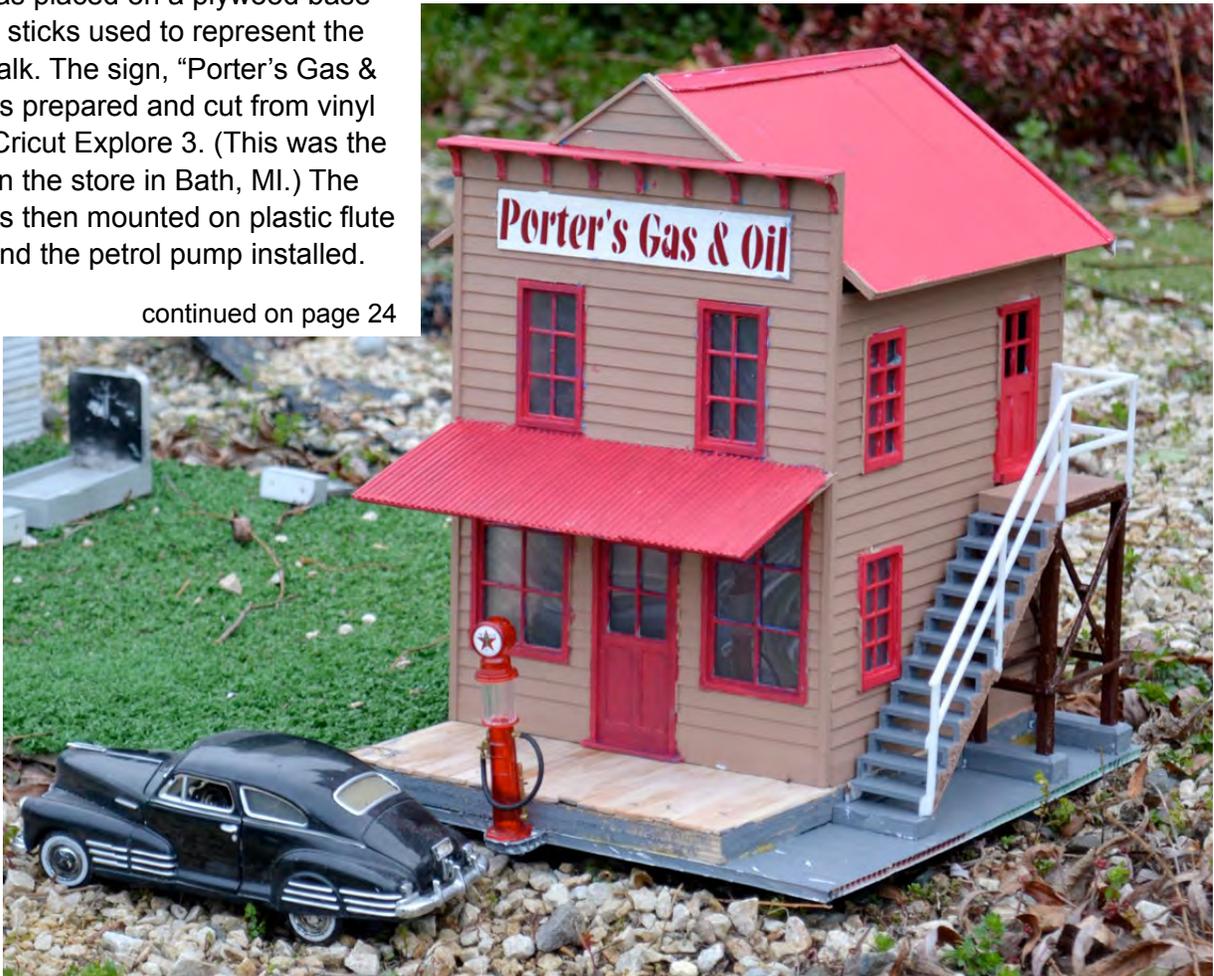


Right - Painting underway.

When assembled and painted, the store was placed on a plywood base with stir sticks used to represent the boardwalk. The sign, "Porter's Gas & Oil," was prepared and cut from vinyl on the Cricut Explore 3. (This was the name on the store in Bath, MI.) The sign was then mounted on plastic flute board and the petrol pump installed.

Below - Quick look on the railway. (Not final placing.)

continued on page 24





Building Two

This was an interesting one. Ann, my wife, attended a country primary school, with eleven pupils, in rural Hawkes Bay, twenty-five miles from the nearest town, Hastings, and we had on hand a book celebrating the history of the area. In the book was a photo of Ann's school. What better a project? With scant information, other than the photo and Ann's memory of life 70 years ago, the building was drawn and printed. A total of twelve prints were required. Assembly was the same as for the store with the roof base of 3mm styrene with Evergreen styrene corrugated iron. After painting and glazing, the school was mounted on a plastic flute base with artificial grass around. A picket fence across the front and seven wire fences down the sides will complete the scene. As Ann and her siblings rode horseback four miles to school, a horse will be posed beyond the fence.



Right - Initial assembly.

Above - Masked with painting underway.




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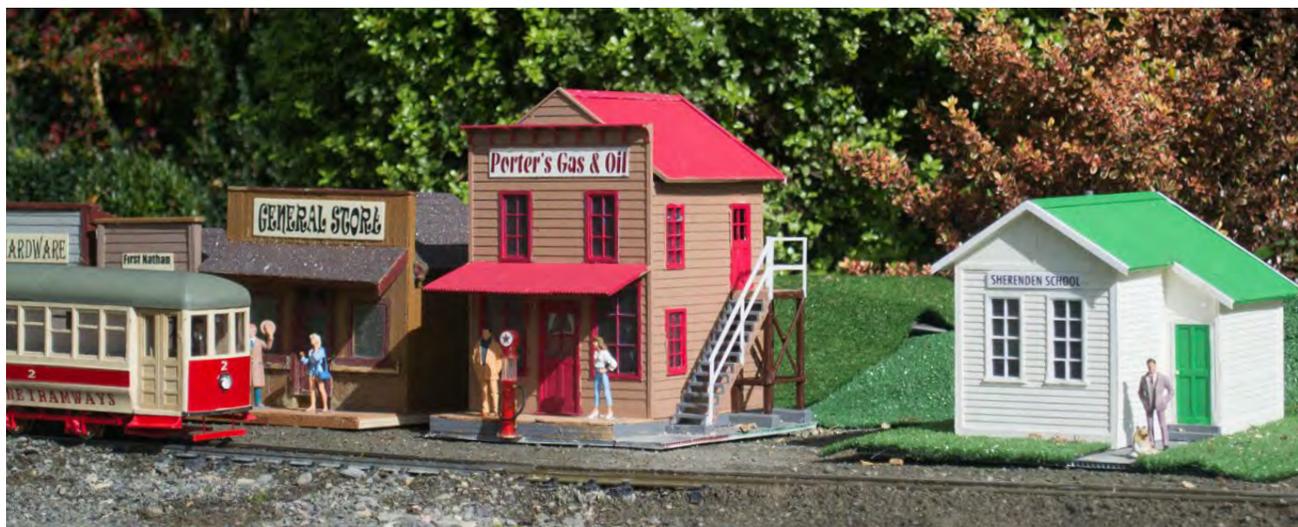
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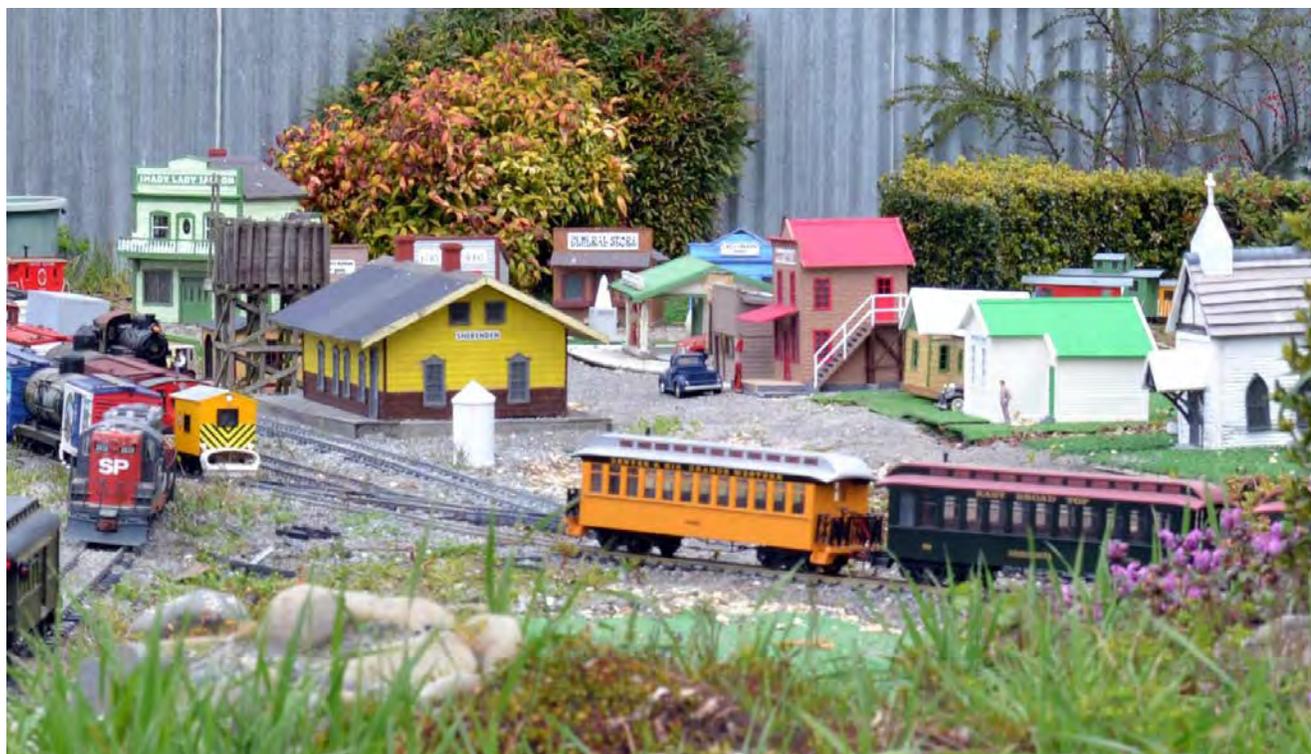
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Lake Town & Shire Railroad Operation Sessions with Children: Part Two Train Operations Designed for Youth Operators

By Donald Nute, Athens, Georgia
Photos by Donald Nute
with 2018 NGRC photos by
Carla Brand Breitner

We've been conducting operating sessions with children for eighteen years now. Although we had only a few sessions in the last three years, we resumed regular monthly sessions this spring. In Part One of our story [*Garden Railroading News March/April 2023*], I explained how we developed through trial and error a track plan that works well for operations. Inspired by a layout visit by a youth group from a local church in 2002, we decided to expand the layout and try operations with children as young as six years old.

In this second part, I will describe our car forwarding system, the 'company store' associated with our railroad, and all the jobs that have to be performed during an operating session.

Where does this car go?

Our car forwarding system is paperless and simple enough for six-year-olds to understand and use. It consists of large metal washers with letters on them and styrene strips with a series of letters on them. The washers are attached to the cars and the strips of styrene are placed on the sidings between the rails. Basically, an operator takes a car with a washer with, say the letter 'A' on it to the siding which has a styrene strip with the letter 'A' on it.

Magnets are glued to the insides of the tops of boxcars, reefers, stock cars, et cetera. When a metal washer is placed in the correct spot on top of a car, the magnet holds it in place. For open cars like flat cars and coal

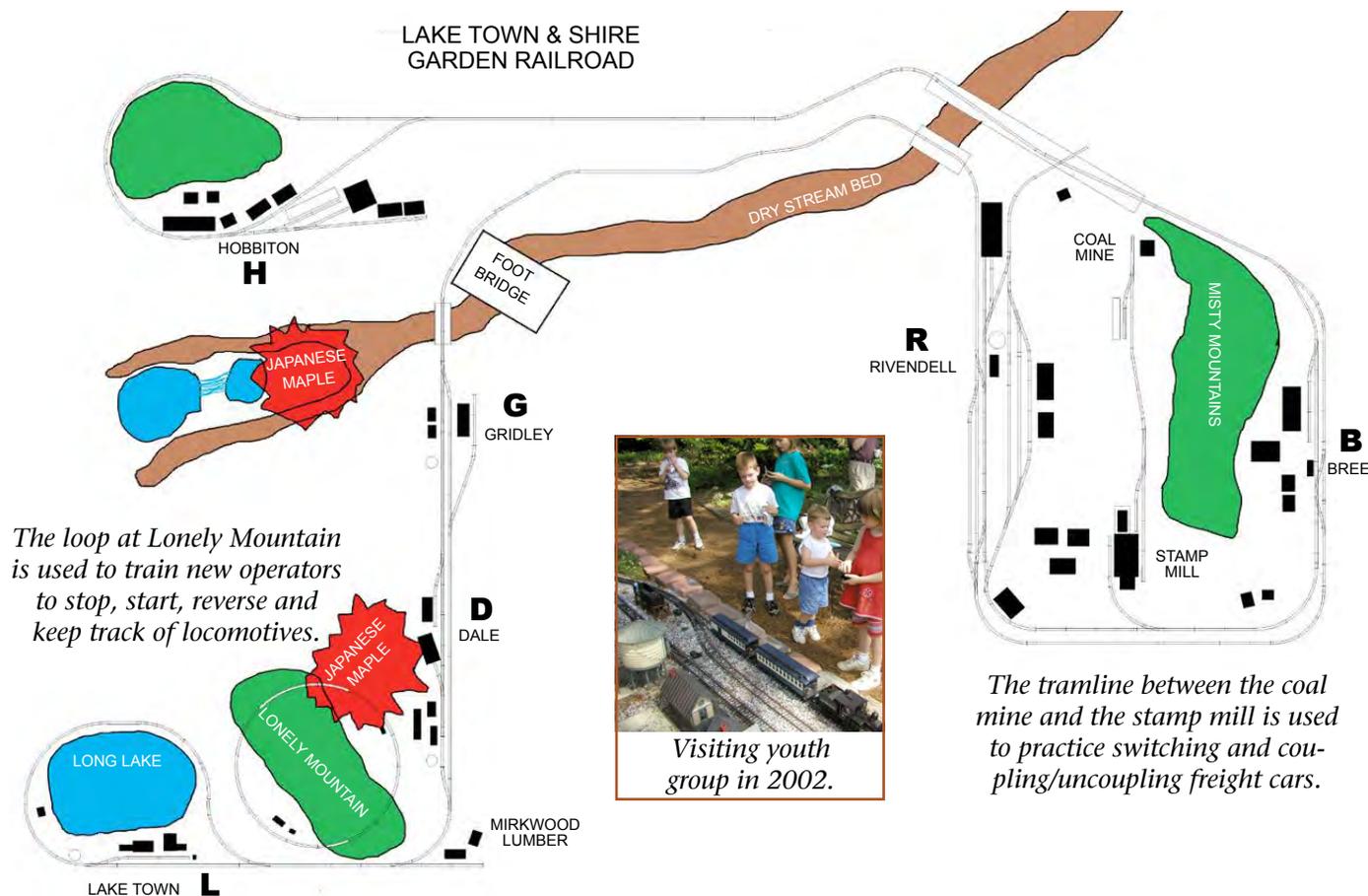


*A passing engine pulls a cattle car headed to **R**:Rivendell.*

A styrene siding label is visible on the left. Flag keeps a box car from rolling on the slight incline.

cars, glue a washer directly to the load to be placed on the car. So, for example, we have five lumber loads, each with a different letter attached to it. We also have blank washers to indicate empty cars.

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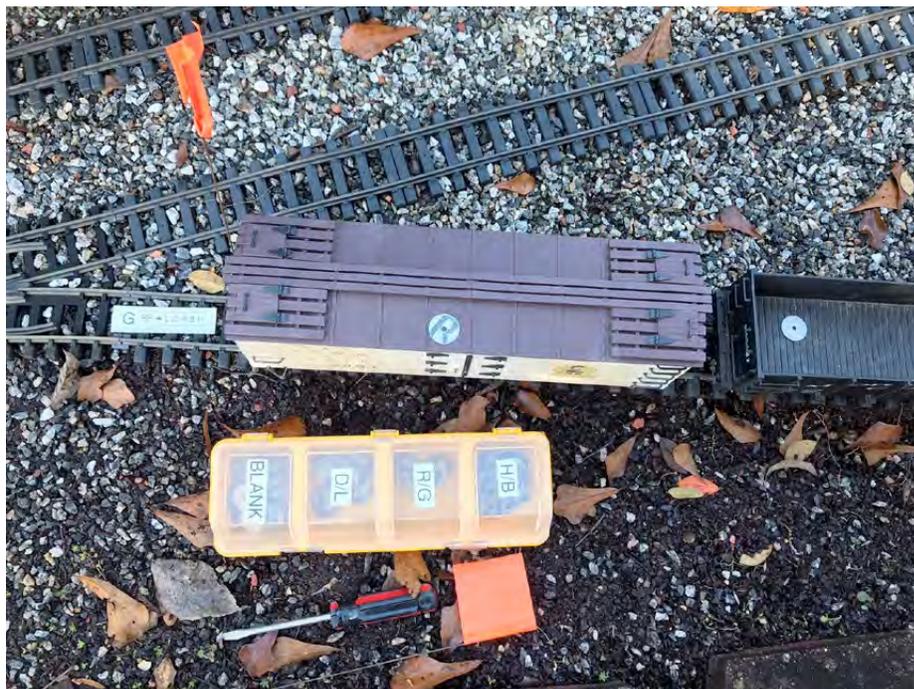




This lumber load uses a wrapper to identify its destination.

The styrene siding labels actually have three components. For example, the siding at Gridley serves both as a team track and as the siding for the meat packing plant. The label for this siding is marked 'G|RF ► L D R B H'. The first letter, 'G', tells the operator to deliver any car with a 'G' on it to this location, the siding at Gridley. The 'RF' tells the crew that the industry at this siding, the meat packer, ships its product in refrigerated cars. If a crew has an empty reefer on its train, that is, a refrigerated car with a blank washer on it, they can leave it at the Gridley siding or at any other siding with 'RF' on its label. '► L D R B H' tells the shipping agent that the industry at this siding, the meat packer, ships its products to Lake Town, Dale, Rivendell, Bree, and Hobbiton.

Our trains are limited to an engine/tender, a caboose, and three other cars. This is because this is the longest train our shortest passing siding can hold. When a crew arrives at a siding, it can only pick up cars with



At the Gridley siding, a refrigerator car awaits pick up for Rivendell and a gondola waits for a load. The shipper will take the washer box to the next stop leaving a screwdriver for the operators to use on couplers.

washers on them and only if it has room on its train. If the crew drops off a car, it removes the washer from the car and takes it to the dispatcher. This will leave a car with no washer at the siding. The shipping agent will eventually come by and put a new washer on any car that does not have a washer. In our example, the shipping agent will put an 'H', a 'B', an 'R', a 'D', or an 'L' on any reefer at the Gridley siding since the brewery there uses reefers to transport its products to Hobbiton, Bree, Rivendell, Dale, and Lake Town.

Welcome to the Company Store

Early on we had some t-shirts made for the LT&S and we gave them to our operators on their first visit. Occasionally we would give a t-shirt to someone and then never see them again. So we decided we wouldn't give a t-shirt to an operator until his or her third visit. Then we came up with another idea for distributing these shirts—and for adding another feature to our operating sessions. Crews began taking washers to a dispatcher when they made a delivery. The dispatcher kept a tally

continued on next page



In 2018, a box car left on a siding at Hobbiton waits for the shipper to stop by and provide a new destination washer.



A shipper places a washer on a car at Gridley in 2013. Footbridge over the dry stream bed is in the background.



of how many loads each crew delivered. Then we began printing our own company scrip which could only be spent at the company store. Our money is called 'hobbit bucks' since our railroad is in J.R.R. Tolkien's Middle Earth where the hobbits live. Each crew member gets one hobbit buck for each car delivered. We worked out other 'salaries' for the other jobs listed in the next section.

Next we opened the company store. This is a basket containing t-shirts and other items such as toy cars, puzzles, balls, and books we buy at the local Dollar Store. We set the prices on items in the store so our operators can typically earn a shirt in two or three sessions and earn enough in one session to buy one item. The company store certainly isn't a necessary feature of our operations. But we have seen that it has created even more enthusiasm in our operators. You might think that they are motivated by the items they can get from the store. But other than the t-shirts, which are prized, this doesn't really seem to be the case. Keeping a record of deliveries gives them an objective measure of how well they performed during a session. There is a competition to see who can earn the most hobbit bucks each session. And many of the hobbit bucks aren't even redeemed at the store. Some operators hoard



Two operators wearing their LT&S T-shirts from the company store prepare to pick up a car at Lake Town in 2013. Lonely Mountain is in the background.

them and do a bit of bragging about how many hobbit bucks they have stashed away. I recommend having a dispatcher who tallies car deliveries even if you don't have a company store.

Passenger or Freight Service? Scheduled or Special Trains?

First, what kinds of trains do we run? We tried to mix passenger trains in with our freights, but young operators like to move cars and find pulling a consist of passenger cars from station to station relatively boring. We also never even considered trying to set up timetables for our operations. All of the trains on our

mainline are special freights. Each is limited to three cars in addition to the locomotive and caboose. This is partly because of our short passing sidings, but there is also another reason. If we allow longer trains, we have found crews tend to pick up every car they can, leaving nothing for the other crews to do. We find that with over 400 feet of mainline and 14 sidings, we can keep three short freights running at once. If we try more than this, we get traffic jams. Besides these three freights, we can keep a yard switcher busy at the interchange yard in Rivendell and another train moving ore and supplies over the separate mining line. So we have a maximum of five trains running during an operating session.

Now Hiring on the Lake Town & Shire

During operating sessions, you obviously need crews to run the trains. But there are a few other jobs that need doing as well.

During the steam era, a train crew would include an engineer, a fireman, a conductor, and at least one brakeman. We run two-man crews with an engineer operating the locomotive and a brakeman throwing the switches and uncoupling the cars.



A two-man crew drops two refrigerator cars on the Hobbiton siding in 2013.

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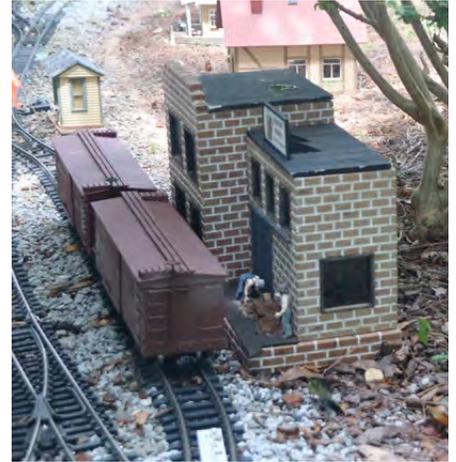
Whichever crew member is more experienced is also the conductor, deciding which cars to pick up and drop off, directing car movement, and delivering the washers and loads to the dispatcher.

We also need a shipping agent or shipper during operations. As explained in the section on our car forwarding system, the shipper uses the information on the siding labels to determine which washer or load to place on a car. If the industry at a siding does not use a car type, then the shipper places a blank washer on the car. For example, lumber is deliv-

ered on flat cars to the furniture factory at Dale, but the factory ships its furniture in box cars. So the shipper would place a blank washer on any empty flat car found at the furniture company siding. The shipper makes a continual circuit of the layout with a box of washers for loading empty cars. Lumber loads, ore loads, and coal loads are placed on the layout near the industry which ships these goods.

We have already mentioned the dispatcher. He or she has a clipboard with a form on it. The form

continued on next page



The Stoutfoot Brewery siding in Bree during the 2018 NGRC open house.

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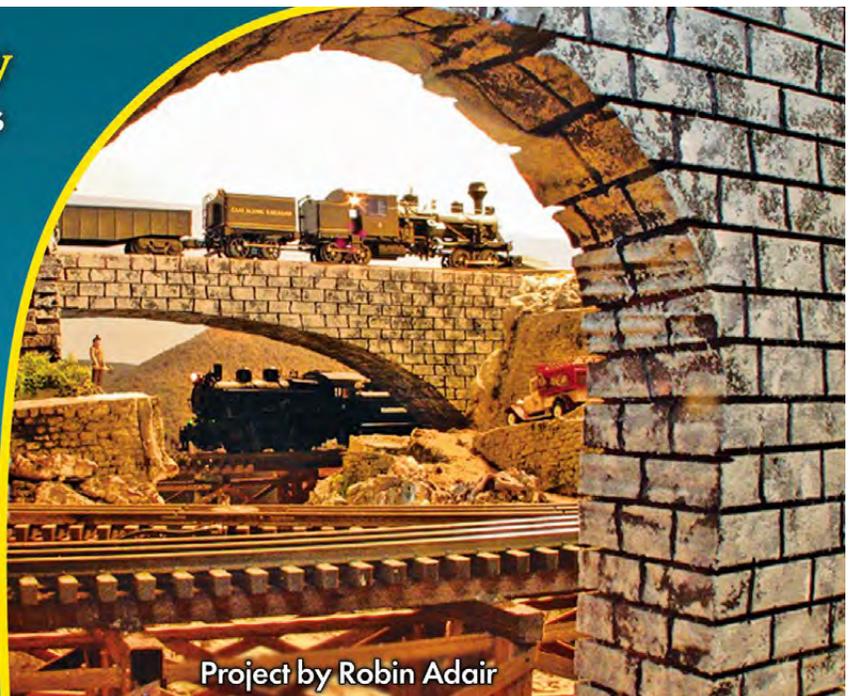


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has a place to enter the numbers of locomotives and the names of crew members assigned to trains. There is also a place to tally deliveries made by each crew and a place to list the shipper, dispatcher, and station masters. Jane or I assign jobs and put that information in the form. Then the clipboard is turned over to that session's dispatcher. Brakemen bring washers, ore loads, lumber loads, and coal loads to the dispatcher as their crews deliver cars. The dispatcher tallies the deliveries, gives the washers to the shipper, and takes the other loads to a location near the appropriate industry where the shipper can find them.

If we still have operators left after filling train crews and assigning

a shipper and a dispatcher, we can appoint station masters to coordinate traffic over the single-tracked sections of the mainline. Where they are out of sight of each other, they communicate with walkie-talkies. When we don't have station masters, train crews must check ahead before entering a single-tracked stretch of mainline. Where there is a conflict, the train moving away from the interchange yard at Rivendell has the right of way.

We can operate with up to five train crews of two people each, a shipper, a dispatcher, and a station master at each of the six towns on the layout. So during a very busy session, we can keep up to eighteen operators busy. In fact, we usually

have no more than a dozen operators. If we have fewer, Jane and I do the shipping and dispatching. We rarely have station masters. When we do have children as shippers, dispatchers, or station masters, they earn one hobbit buck for every three loads delivered by a mainline freight.

So now you know the mechanics of our operating sessions. In the final installment of our story, we will describe a typical session and share some reflections on what these sessions have come to mean to us and to our train family.



A train hauling cattle cars with destination washers passes between Lake Town and Lonely Mountain during the 2018 NGRC.



Crew prepares to pick up cattle cars at Stockyard siding in 2012.



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KIDS CLINICS AT NGRC 2023

Nashville brought kids clinics back to the National Convention in 2021. Denver carried on in 2022. BAGRS keeps the initiative going. 3 kids clinics are scheduled at the 2023 NGRC.
Friday July 7 at 3:00 PM : Saturday July 8 at 11 am & 1:30 PM



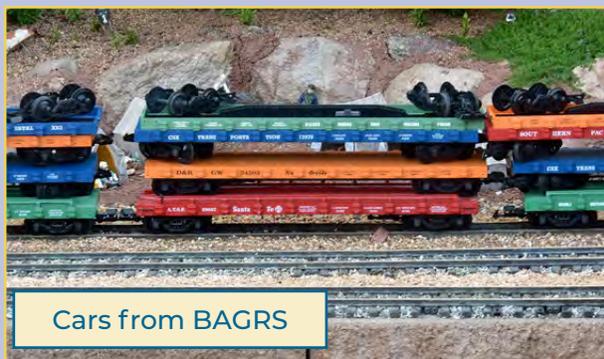
In the clinics, kids 7 to 14 get to customize a flat car. We have 60 flat cars thanks to a donation of 16 from USA Trains & the rest from BAGRS members.

Up to 20 kids can participate in each clinic. The clinics are **FREE** and kids get to take their customized cars home.



Cars from USA Trains

Kids will have a lot of customization options using wooden blocks, scale pipes, painted corks, figures, animals, barrels, pallets, and other scale miniatures. Velcro and rubber bands will be used to adhere things to cars, so no glue and no sticky fingers.



Cars from BAGRS



Big Loads



Living Things



Small Loads

The clinics are being run by Liz & Mick Spilsbury (BAGRS) and Malinda & Steve Jungst from Nashville.

RESERVATIONS

Parents/Grandparents/Guardians who have registered for the convention can reserve a spot for the **July 7** clinic by sending an email to Mick Spilsbury at president@bagrs.org

For **July 8**, the Public Day, reservations will be taken starting at 10 am when the Vendor Hall opens. (Please note that 1 adult must stay close to the clinic for participating kids aged 7 to 10.)



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— By Richard Murray

BOTANICAL NAME: *Ginkgo biloba* ‘Chase Manhattan’

COMMON NAME: dwarf ginkgo, maidenhair tree

USDA HARDINESS ZONES: 6–9, but varied depending on reference. Zone 5 (down to -20°F) would seem to be safe.

SUNSET ZONE: 1–9, 14–24

Description & History

The *Ginkgo biloba* plant may be one of the most interesting plants in the entire plant kingdom. It has fan shaped leaves and is deciduous, but is considered a conifer. It is known as a living fossil because it is found in fossils dating back 270 million years. It has no close living relatives. It is the only living species in the division of *Ginkgophyta*, as all others are extinct.

Although *Ginkgo biloba* and its other species were once widespread throughout the world, its range shrank until the end of the Pliocene when, two million years ago, Ginkgo fossils disappeared from the fossil record everywhere except in China. For centuries it was thought that *Ginkgo biloba* was extinct in the wild, but it is now known that the species is naturalized in one tiny area of China. In the last 1,000 years, it has been actively planted in many areas of China. Some planted trees at temples are believed to be 1,500 years old. Because of its status in Buddhism and Confucianism, the Ginkgo has also been widely planted in Korea and Japan. It has been cultivated in North America for about 200 years and in Europe about 300 years. Although some naturalization has occurred in small areas of Korea and Japan, it has not become naturalized to any significant degree in any other cultivated areas. It is considered endangered in the wild.

The genome of *Ginkgo biloba* was published in 2016. It has three times the number of nucleobase “letters” as does the human genome! It is thought that the profuse number enables the development of many antibacterial and chemical defense mechanisms for the plant.

The first Westerner to investigate the species was in 1690. He made a spelling error when trying to translate some Japanese characters which had multiple pronunciations. He used the slightly incorrect English spelling “ginkgo.”



In 1771, Carl Linnaeus, the father of taxonomy, relied on the earlier scientist’s spelling and enshrined the error. Hence, the spelling error is now over 300 years old.

The Chinese have traditionally eaten parts of the Ginkgo. The nut-like meat inside the seed is served in certain dishes at weddings and Chinese New Year. In Chinese culture, ginkgo seeds, leaves and nuts are believed to have health benefits. Some also believe they have aphrodisiac properties. The first use as a medicine was recorded in the late 15th century in China. Extracts of *Ginkgo biloba* are today widely sold in health food stores as an aid for memory. Multiple other medicinal benefits have been claimed. There is no good evidence that any of the claims have merit.

The Ginkgo tree is the national tree of China. It is also the official tree of Tokyo. The symbol of Tokyo is the fan shaped Ginkgo leaf.

Care & Pruning

Ginkgos adapt quite well to the urban environment. They tolerate pollution, heat, and salt. Once established they are fairly drought tolerant. They rarely suffer disease and are almost never attacked by insects. Although their native soil has a pH of 5.5, they do well in soils up to 7.5. They do best in the sun. They are survivors. In response to severe soil erosion, they are capable of sprouting buds near the base of the trunk. In response to crown damage, they can produce aerial roots from the underside of branches. These roots can lead to successful clonal reproduction upon contact with the soil.

continued on next page

Extreme examples of the plant's tenacity may be seen in Hiroshima, where six trees growing just one mile from where the 1945 atom bomb exploded were among the very few living things to have survived. Today, all six trees are still growing.

The 'Chase Manhattan' variety pictured on the previous page is said to grow to about 6' tall and 5' wide over 10 years. With a small amount of pruning it can easily be kept much smaller. Over the course of my plant's entire life, I have spent a total of about one minute pruning to keep it columnar. The plant shown is about 10 years old. About 5 years ago my dog got so excited about chasing a squirrel that it ran right through the plant and shortened it from about 3' to about 2'. It has taken all this time to get back to about 3'. Obviously, it is a slow grower. Like most Ginkgos, this variety is said to be rather columnar in its early years before filling out.

The common name of *Ginkgo biloba*, maidenhair tree, is derived from the leaves of *Ginkgo biloba* looking much like the leaves of the maidenhair fern. The leaves are unique among seed plants in that they are fan shaped. If you see fan shaped leaves on a tree, it is automatically a Ginkgo. One of the most beautiful attributes of the Ginkgo is that the leaves turn a bright yellow in late fall. It is "undoubtedly one of the most beautiful of all

deciduous trees." In December the leaves fall off together within a very short period, making a neat pile and making collection easy.

Ginkgos have separate sexes. The male plant produces small pollen cones. Female plants produce two ovules on a stalk. After pollination, one or both of the ovules develop into seeds. The fertilization of the seed then occurs via motile sperm. The sperm have many flagella which have a cilia-like motion and were discovered in 1896 by a Japanese botanist. Beware of planting the female *Ginkgo biloba*! Its fruit, which drops in the fall, has a strongly noxious, malodorous smell. There is a tree in San Mateo (California) Central Park that is female. Its foul odor can be smelled from at least 100 feet and can last for six weeks. Normally, the retail trade sells only male specimens. The male plants are commonly grafted onto plants propagated from seed because male trees do not produce the malodorous seeds.

Uses

In summary, this Ginkgo variety, 'Chase Manhattan', is super easy to take care of and is not troubled by insects or disease. Its fan shaped leaves are unique and the yellow fall color is an added bonus. As an additional plus for garden railroads, the leaves of this variety are smaller than most other varieties.

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NATIONAL GARDEN RAILWAY CONVENTION 2023

The 2023 Convention in the San Francisco Bay Area is just a month away; here's the latest schedule.



HIGHLIGHTS June 30 to July 2

- June 30** North Bay Welcome Desk Opens
Napa Valley Wine Train
- July 1** Sonoma County Railroads Open
BBQ at the Herzog Railroad
- July 2** Marin County Railroads Open
North Bay Convention Hotel:
Hampton Inn, Rohnert Park



On the afternoon of July 2, the Convention moves south to the Hyatt Regency Santa Clara

HIGHLIGHTS July 2 to July 5

- July 2** Santa Clara Welcome Desk Opens
- July 3** Contra Costa/Diablo Railroads Open
- July 4** North & Mid Peninsula Railroads Open
USA TRAINS Poolside Fireworks Reception
- July 5** North & Mid Peninsula Railroads Open
BACHMANN Roaring Camp RR & BBQ
Clinics (Day 1)



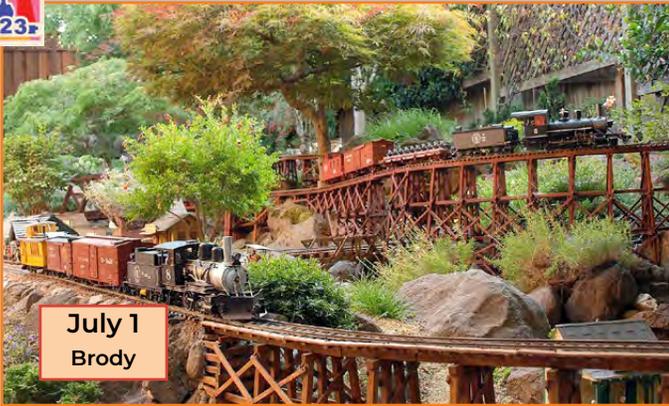
HIGHLIGHTS July 6 to July 9

- July 6** Sunnyvale & Mtn. View Railroads Open
LGB Ice Cream Social
Vendor Hall Opens
Clinics (Day 2)
- July 7** Santa Clara/San Benito Railroads Open
Vendor Hall Open
Clinics (Day 3)
Kids Clinic #1
ACCUCRAFT Banquet
- July 8** Tri Valley/East Bay Railroads Open
Vendor Hall Public Day
Clinics (Day 4)
Kids Clinic #2 & #3
- July 9** Encore Railroads Open

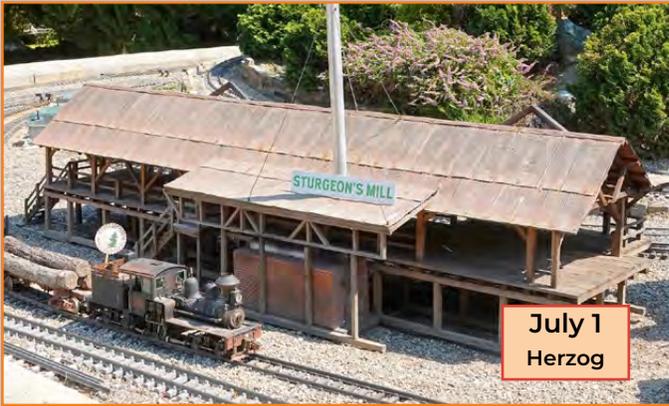


July 10 & 11 Post-Convention Railroads Open on the Central California Coast [cccgrs.org]
For even more information on the Convention... and to register, go to NGRC2023.org.

NGRC 2023 : 8 of 30 Open RRs : July 1 to July 4



July 1
Brody



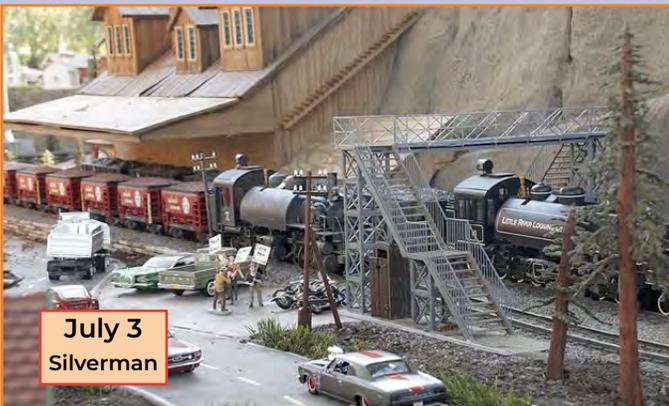
July 1
Herzog



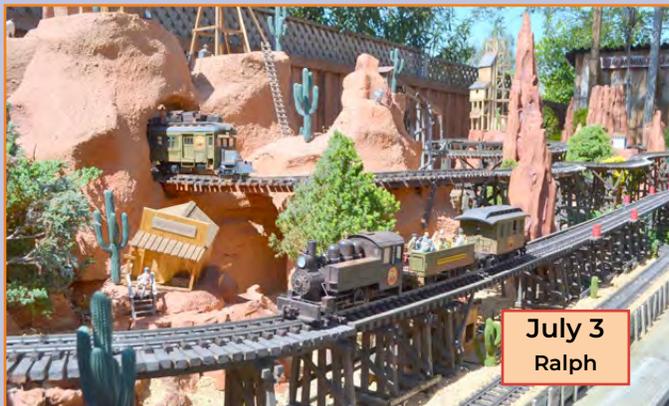
July 2
Smith



July 2
Spilsbury



July 3
Silverman



July 3
Ralph

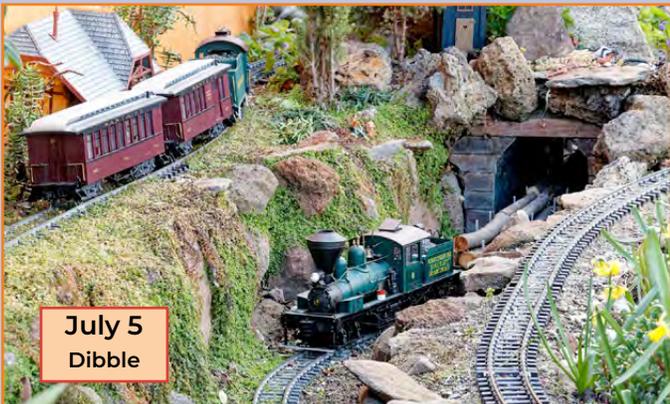


July 4
Murray



July 4
Verducci

NGRC 2023 : 8 of 30 Open RRs : July 5 to July 8



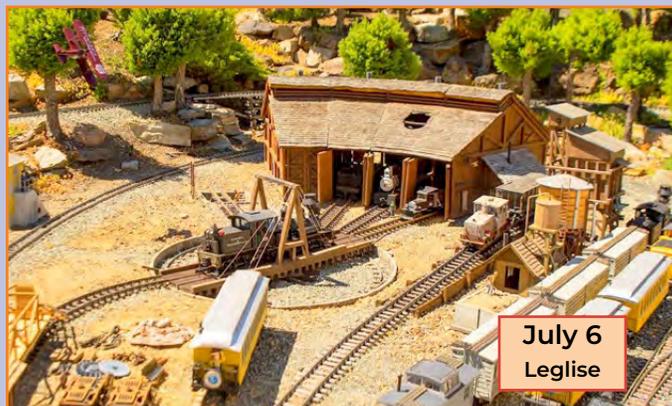
July 5
Dibble



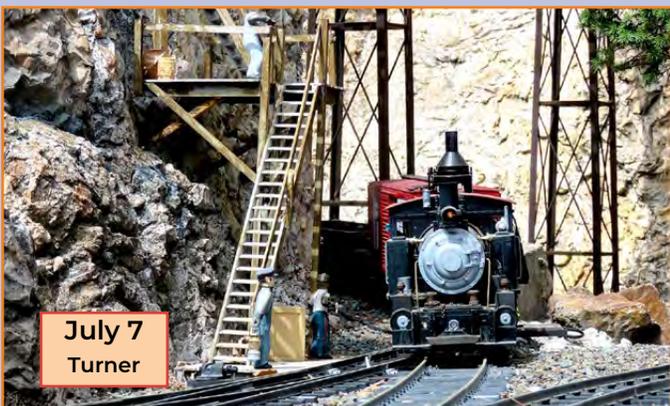
July 5
Harrison



July 6
Paterson



July 6
Leglise



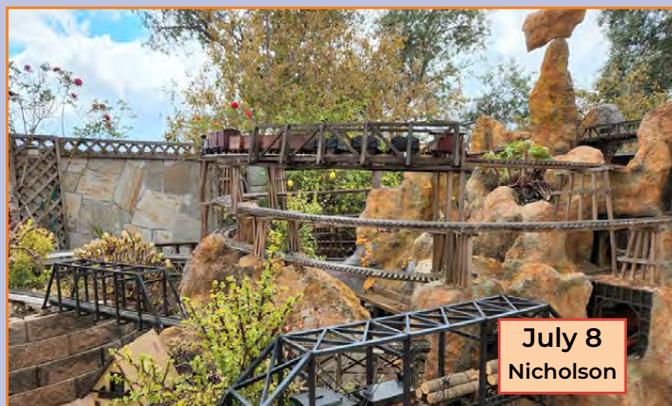
July 7
Turner



July 7
Stump



July 8
Miller



July 8
Nicholson



2023 National Garden Railway Convention

June 30 to July 9

San Francisco Bay Area

Open railroad tours are set. Social Events are set. Clinics are being finalized.

Here is the day by day calendar

Register at <https://NGRC2023.org>



NATIONAL GARDEN RAILWAY CONVENTION

June 30 to July 9 2023

San Francisco Bay Area



	NORTH BAY			MID, SOUTH & EAST BAY						
	Fri June 30	Sat July 1	Sun July 2	Mon July 3	Tues July 4	Wed July 5	Thurs July 6	Fri July 7	Sat July 8	Sun July 9
WELCOME DESK (Check In)	Rohnert Park 2 to 4pm	Rohnert Park 8 to 11am	Santa Clara 2 to 9pm	Santa Clara 7am to Noon 2 to 8pm	Santa Clara 7am to Noon	Santa Clara 7am to Noon	None	None	None	None
OPEN RAILROADS	None	Sonoma County 8:30am to 3:00pm	Marin County 8:30am to 3:00pm	Contra Costa Diablo Valley 8:00am to 3:00pm	North & Mid-Peninsula 8:00 am to 1:00pm	San Jose 8:00 am to 2:00pm Santa Cruz 10:00am to 3:00pm	Peninsula, Sunnyvale & Mtn View 8:00 am to 1:00pm	San Jose S. Santa Clara & San Benito 8:00 am to 1:00pm	Tri-Valley & East Bay 8:00 am to 2:00pm	20 Encore Open Railroads 9am to 4pm
RAILROAD BUS TOURS	None	Depart Rohnert Park at 8:30 am	Depart Rohnert Park at 8:30 am	Depart Santa Clara at 8:00 am	Depart Santa Clara at 8:00 am	Depart Santa Clara at 8:00 am	Depart Santa Clara at 8:00 am	Depart Santa Clara at 8:00 am	Depart Santa Clara at 8:00 am	None
# of CLINICS	None	None	None	None	1	6+	8+	9+	4+	None
# of KID'S CLINICS	None	None	None	None	None	None	None	1	2	None
SOCIAL EVENTS	Napa Valley Wine Train 4:30 to 9:00pm	BBQ at the Herzog's RR 4:00 to 8:00pm	None	None	USA Trains Pool-side Fireworks Reception 8 to 10:30pm	Bachmann Roaring Camp RR & BBQ 2:30 to 8:00pm	LGB Ice Cream Social 2 to 3 pm	Cocktail Reception 6 to 7 pm Accucraft Banquet 7 to 9 pm	None	None
VENDOR HALL	None	None	None	None	None	Set Up	Open 3pm to 9pm	Open Noon to 6 pm	Open Public Day 10 am to 4 pm	Take Down

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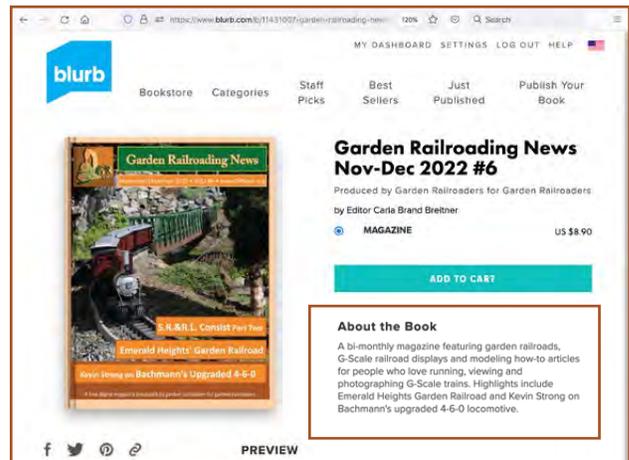
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Photos Welcome for Seen on the Tracks

A G-Scale Realistic Scene Photo Gallery

Please send uncompressed photo (with caption information describing the scene, rolling stock, railroad name & proprietors, location, and photographer's credit) to: Editor@GRNews.org;

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



Blurb.com has announced a price increase, so order your reference issues now!

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.

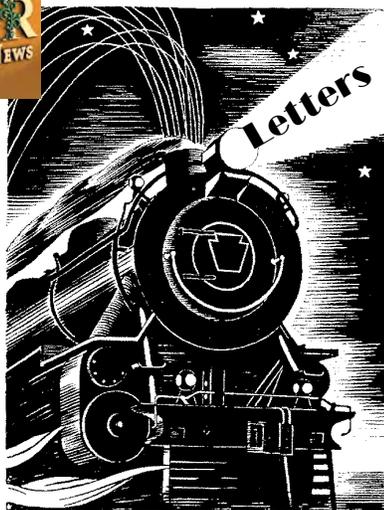
Send your *Tale of the Track/How-To* to editor@GRNews.org with illustrating images — and your railroad may be the next *Tale* told.

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



STRAIGHT FROM THE IRON HORSE'S MOUTH

Letters to the Editor should be sent as e-mails only to Carla Brand Breitner at:
Editor@GRNews.org

Letters will then be addressed accordingly and/or passed on to the author for further edification. Unless marked otherwise, letters to this publication are assumed to be submitted for print. Please include your name and club affiliation. Please note that we may not be able to print all letters, though we will try to respond to them. Letters may be edited for length and clarity. We are unable to answer requests for information about specific products or systems; these are best addressed to the appropriate manufacturer.

G-Scale Figure Sources?

How about an article on where to find G scale figures (contemporary) other than the Preisier, Woodland Scenics and American Diorama? I've seen some really great figures in photos of layouts.

Ralph Charlip

Hi Ralph,

That's a great topic. I've been looking to discuss figure placement and such. Re finding figures: I am constantly looking at toy aisles, seasonal decorations, and souvenirs (including items stuck to magnets where I found G-Scale shopping carts) with a credit card as a ruler. A 1:24 G-Scale man is about 7/8th of a credit card (held vertically) high; adjust for your scale (1:20.3 to 1:32).

Yours, Carla Brand Breitner
editor@GRNews.org

Readers are invited to suggest sources for G-Scale figures for a future article. Send ideas (and photos) to: editor@GRNews.org

Feedback through our Website Is Appreciated

From GRNews.org/feedback:

Excellent Digital Magazine. I am glad Don Sweet [*RCS of New England*] turned me on to your site. Thank You.

Robert Moniz

Mick Spilsbury emailed this reply:

Hello Robert, it's great to hear that you are enjoying the magazine. We love getting notes like yours because the four of us producing GR News are all volunteers. Thank you for reaching out.

Mick Spilsbury, Marketing Director
marketing@GRNews.org



Photos Welcome for Seen on the Tracks

A G Scale Realistic Scene Photo Gallery

Please send uncompressed photo (with caption information describing the scene, rolling stock, railroad name & proprietors, location, and photographer's credit) to: Editor@GRNews.org; photos may also appear on the **GR News** website and social media.

Affiliated Clubs outside the US by Province & Country as of 5/15/2023

CANADA

AB	Northern Alberta Garden Railroaders
.....	Rocky Mountain Garden Railroaders
BC	Black Mountain Railway Club
.....	BC Society of Model Engineers
.....	Fraser Valley G-Scale Friends
.....	Greater Vancouver Garden Railway Club
.....	Vancouver Island Garden Railway Club
ON	Bluewater Railroaders (formerly Ontario's West Coast GRS)
.....	Burlington Model Railway
.....	Central Ontario GR Association
.....	Golden Horseshoe Live Steamers
.....	London Garden Railway Society
.....	Ottawa Valley Garden Railroad Society

COUNTRIES BEYOND NORTH AMERICA

AUS	Garden Railway Club of Australia Inc.
.....	Australian Model Railroad Assoc QLD
.....	Australian Model Railroad Assoc VIC
DE	Club der LGB Freunde Rhein Sieg e.V (Monchengladbach/Rheydt)
NZ	Auckland Garden Railway Group
.....	Christchurch Garden Railway Group
.....	Locos, Lads & Lasses
.....	Waikato Garden Railway Group
.....	Wairarapa Garden Railway Group
.....	Wellington Garden Railway Group
SWE	NTJ, Nässets Trädgårds Järväg (Varmland)
.....	Sveriges Tradgardsjarngar (Stockholm)
CH	US G-Scale Friends Switzerland
UK	G Scale Society United Kingdom
.....	Kent Group: G Scale Society

Affiliated United States Clubs by State as of 5/15/2023

AL	North Alabama Garden Railway Club	MA	Amherst Railway Society
AR	Greater Hot Springs Garden Railway Society	.....	Rusty Rails & Rotten Ties
.....	Northwest Arkansas Garden Railway Society	MD	Mason Dixon Large Scale Railroad Society
AR/OK/MO*	Ozark Garden Railroad Society	MD/DC/VA*	Washington, Virginia & Maryland GRS
AZ	Arizona Big Trains Operators	ME	Maine Garden Railway Society
.....	Central Arizona Model RR Club	MI	Lakeshore Garden Railway Club
.....	Gadsden Pacific Div. Toy Train Operating Museum	MN	Minnesota Garden Railway Society
.....	Oracle Community Learning Garden Kid's Railroad	MO/KS*	MO-KAN Garden Railroaders
.....	Sun City West Model Railroad Club	MO/AR/OK*	Ozark Garden Railroad Society
.....	Tucson Garden Railway Society	NC	Apple Valley Model Railroad Club
.....	VDO Garden Railroad Club	.....	Coastal Carolina Garden Railroad Society
CA	1:32 Scale Group	.....	Gibsonville Garden Railroad Inc
.....	Bay Area Garden Railway Society	.....	North Carolina Garden Railway Society
.....	Central California Coast Garden Railroad Society	.....	Piedmont Garden Railway Society
.....	Del Oro Pacific Large Scale Modular Railroaders	NE	Rivercity Railroaders
.....	Diablo Pacific Short Line	NH	New Hampshire Garden Railway Society
.....	Fairplex Garden Railroad Volunteers	NJ	South Jersey Garden Railway Society
.....	Gandydancers	NM	New Mexico Garden Railroaders
.....	Gold Coast Garden Railway Society	NV	Las Vegas Garden Railroad Society
.....	Mendocino Coast Model RR & Navigation Co.	.....	Northern Nevada Garden Railroad Society
.....	Orange County Garden Railway Society	NY	Central New York Large Scale Railway Society
.....	Redwood Empire Garden Railway Society	.....	Finger Lakes Live Steamers
.....	Sacramento Valley Garden Railway Society	.....	Genesee G Gauge Railway Society
.....	San Diego Garden Railway Society	.....	Long Island Garden Railway Society, Inc.
.....	San Joaquin Valley Garden Railway Society	.....	Western New York Garden Railway Society
.....	San Leandro Historical Railway Society G&O Rwy	OH	Buckeye State Garden Railroaders
.....	Santa Clarita Valley Garden Railroad Club	.....	Columbus Garden Railway Society
.....	Santa Fe & Butthead Cove RR Train Group	OH/KY*	Greater Cincinnati Garden Railway Society
.....	Shasta Garden Railway Society	.....	Miami Valley Garden Railway Society
.....	Southern California Garden Railway Society	.....	Northern Ohio Garden Railway Society
.....	Upland Garden Railroad Society	.....	Riverside Railroad Crew
CO	Denver Garden Railway Society	OK	Central Oklahoma Garden Railroad Society
.....	Grand Valley Model Railroad Club	OK/AR/MO*	Ozark Garden Railroad Society
.....	Mile High Garden Railway Society	.....	Tulsa Garden Railway Club
.....	Northern Colorado Garden Railroaders	OR	Cascade Crossing Module G-Scale Group
CT	Boothe Memorial Railway Society	.....	Medford Garden Railroaders
.....	Central Connecticut "G" Gaugers Modular Club	.....	Northwest "G" Railroad Club
.....	CT "G" Scalpers	.....	Rose City Garden Railway Society
D.C./MD/VA*	Washington, Virginia & Maryland GRS	PA	Lehigh Valley Garden Railroaders
DE	First State Model Railroad Club	.....	North Central Pennsylvania Mountains GRS
.....	Shore Line Garden Railroad Club	.....	Pennsylvania Garden Rail Society
FL	Emerald Coast Garden Railway Club	.....	Pittsburgh Garden Railway Society
.....	Florida Garden Railway Society	.....	Southeastern Pennsylvania Garden Railway Society
.....	Gulf Coast & Central Florida RR Museum, Bushnell Stn	.....	Susquehanna Valley Garden Railway Society
.....	Model RR Division of Florida RR Museum	TN	Crossville Model Railroad Club
.....	Tradewinds & Atlantic Railroad, Inc	.....	Mid-South Garden Railway Society
.....	West Florida Railroad Museum	.....	Nashville Garden Railway Society
GA	Georgia Garden Railway Society	TX	Houston Area G Gaugers
IA	Central Iowa Garden Railway Society	.....	North Texas Garden Railroad Club
ID	Southern Idaho G-Scale Railroad Society	.....	San Antonio Garden Railway Engineer Society
ID/WA*	Inland Northwest Garden Railroad Society	UT	Color Country Model Railroad Club
IL	Chicago Area Garden Railway Society	.....	Utah Garden Railway Society
.....	LGB Model Railroad Club of Chicago	VA	Piedmont Railroaders
.....	Midwest RAILS (Railroaders Active In Large Scale)	.....	Tidewater Big Train Operators
IN	Illiana Garden Railway Society	VA/DC/MD*	Washington, Virginia & Maryland GRS
.....	Indiana Large Scale Railroaders	WA	Emerald Heights' Garden Railroad
KS/MO*	MO-KAN Garden Railroaders	WA/ID*	Inland Northwest Garden Railroad Society
KY/OH*	Greater Cincinnati Garden Railway Society	.....	Puget Sound Garden Railway Society
LA	Greater Baton Rouge Model Railroaders	WI	Kenosha Garden Railroad Society
		.....	Wisconsin Garden Railway Society

NATIONAL US

Big Train Operator Club LGB of America

* Club/Society includes members from multiple states and is listed under each state.

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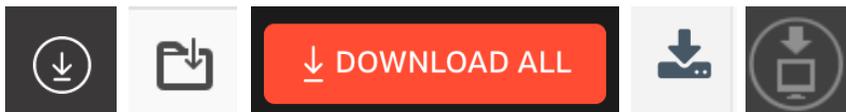
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