

PGRS TRACKIN'



Newsletter of the Piedmont Garden Railway Society - January 2016

Editor: Scott Williams

Happy New Year Club Members!!!!

Well, here we are ringing in the New Year Twenty-Sixteen and getting ready to hunker down in our warm workshops all winter and working on some of the projects we relegated to those cold, indoor, winter months that we said we would work on last spring or last summer when we were again forced in to hibernation.

Hopefully everyone enjoyed a good holiday season sharing happy times with family and friends.

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PGRS 2016 Annual Meeting

The PGRS will hold its annual business meeting Saturday, January 23, 2016 at the same location as last year, the Cottages at Brushy Creek in Greer.

The address is; **101 Cottage Creek Circle, Greer, SC.**

The meeting time will be from **10:00 AM until 12:00 Noon.**

Coffee and doughnuts will be provided during the meeting. For those who wish to stay for lunch after the meeting, we will be going to Mutt's BBQ which is located within a mile of the Cottages.

The club will provide a \$5 lunch reimbursement for attending members.

The agenda for the meeting is tentatively set to include:

Presentation by club President Bill Huntman on the status and health of the club and future directions.

Treasurer's Report by Sec. / Treas. Don Watson

Election of officers

This year we are going to offer door prizes. It appears there are going to be a few very nice items including an engine. ** Anyone who thinks they might also have a nice door prize donation then by all means, contact Bill Huntman regarding your gift to the club.

You are invited to nominate candidates at any time prior to the meeting and nominations will also be taken from the floor at the meeting. If you are interested in becoming an officer or know someone you think should be a candidate, please send your nomination to Bill Huntteman.

WHuntteman@gmail.com

Candidates will not be announced until the meeting.

Annual dues will be due prior to the meeting to ensure that you can vote for officers.

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Kent Morris

We are saddened to learn that after a brief illness, Kent Morris has recently passed away. Kent was a very early member of PGRS and built a large and intricately detailed indoor layout in the attic of his home in Charlotte. Kent was an engineer by training and often told me in jest that any engineer would say, "if it isn't perfect it won't work." His railroad was perfect and it did work. Kent and his wife Gay hosted many open houses and anyone privileged enough to have seen Kent's layout would say that there are few, if any, better in any scale anywhere. Kent was also a long time enthusiast of narrow gauge railroading and attended many narrow gauge conventions. Those who knew him will miss his support and enthusiasm and friendship.

Jon Bole

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Removing Lettering

I have two Western Maryland FA1 models from Aristocraft. One diesel was an early run model and was incorrectly numbered [2029] from Aristo. WM had four FA2 Alco A units numbered 301-304. The FA2 had larger lighted number boards mounted further forward than the FA1 models. The #304 I bought from Jeff Damerst of Shawmut Car Shops in PA., is a later special edition model and was more accurate with yellow painted handrails instead of the early brass ones and proper numbers in the lighted number boards so I painted the brass handrails to match.

Jeff specializes in painting trains for people and he printed me a set of decals proper for WM with the numbers 301-304. <http://shawmutcarshops.com/> He advised me to use an ink eraser and Solvaset to gently remove the numbers without going through the factory paint. G Scale Graphics has a video on how to remove numbers using Super Clean available from auto parts stores in a purple spray bottle and it supposedly works quite well on Bachmann lettering. I decided to try Solvaset on one side and Super Clean on the other side and document the results removing the 2029 numbers. Both solvents do a good job dissolving the letters with patient, gentle rubbing of the ink eraser without going through the factory paint. On Aristo numbers I think Solvaset may have worked slightly better but Super Clean worked pretty well also.



The surface afterwards is slightly 'sanded' looking but a light dusting of Krylon clear restored the surface slightly 'glossier' than the original finish as Jeff said decals don't adhere to a 'flat' surface. [I tried Rustoleum 2X clear on the other side and the finish 'orange peeled'. After it dried I sanded it back down with 600 grit paper and used the Krylon on that side and it repaired the finish so I'd say avoid Rustoleum Clear].

I then applied # 302 decal to the engine, masked off the windows and headlamp and sprayed the entire engine with Krylon "**Matte**" finish as Jeff advised and the decals look factory applied.

Next, I had to address the number boards which had 2029 on them also. Again, apply Solvaset and gently rub with the ink eraser to get down to the clear plastic and I then cut and trimmed and applied the black and clear # 302 numbers Jeff sent me and Matte sprayed them too:



I'm happy with the results and the engines should look pretty good run MU back to back.



There are subtle differences between the earlier and later edition engines and I probably shouldn't even point them out **but**, type face is slightly different, Fireball is slightly different, and the stripes are slightly thicker on the older model and most *notably* the earlier model sits higher than the more accurate later model as seen in the photo below but I have read that can be modified fairly easily too if I choose to address that in the future. Basically, nit-picking aside, I'm pretty pleased with the engines as they are now, so...I probably will call this project; **'done'**.



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Union Tank Car Company History:

Bob Thompson sends this interesting link on the evolution of tank cars...

<http://www.utlx.com/pdf/tankcarhistory.pdf>

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Trivia Question:

In the early days of railroading the 'wedge' snowplow was the first effective design to deal with snowfall blocking the rail line. In big snow country something more aggressive was needed to complement wedges and flangers and men with shovels.

The rotary snow plow was first designed by a Canadian dentist, J.W. Elliot in 1869, but he never built a prototype himself. The design was eventually sold to the Leslie Brothers who formed the Rotary Steam Shovel Manufacturing Co. in New Jersey.

While very effective they are expensive to operate, and rotaries must be propelled by locomotives through the deep snow and once 'cut' with a rotary they apparently must be maintained with a rotary. Today wedge plows and caterpillar tractors are employed to do most snow removal and most Rotaries have been retired or held in reserve for more extreme conditions.

Which American Railroad still employs and keeps the most Rotary snow plows in reserve?



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Member Photos:

Terry Ketcham sends photos of a new water tank at the Apple Valley and the completed Barnhart Log Loader in action on their line:



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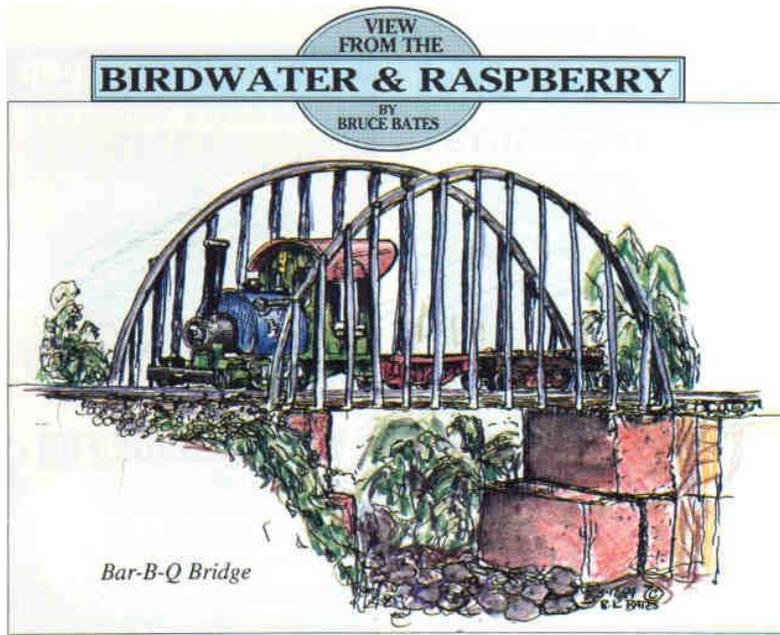
Bruce K. Bates, 66

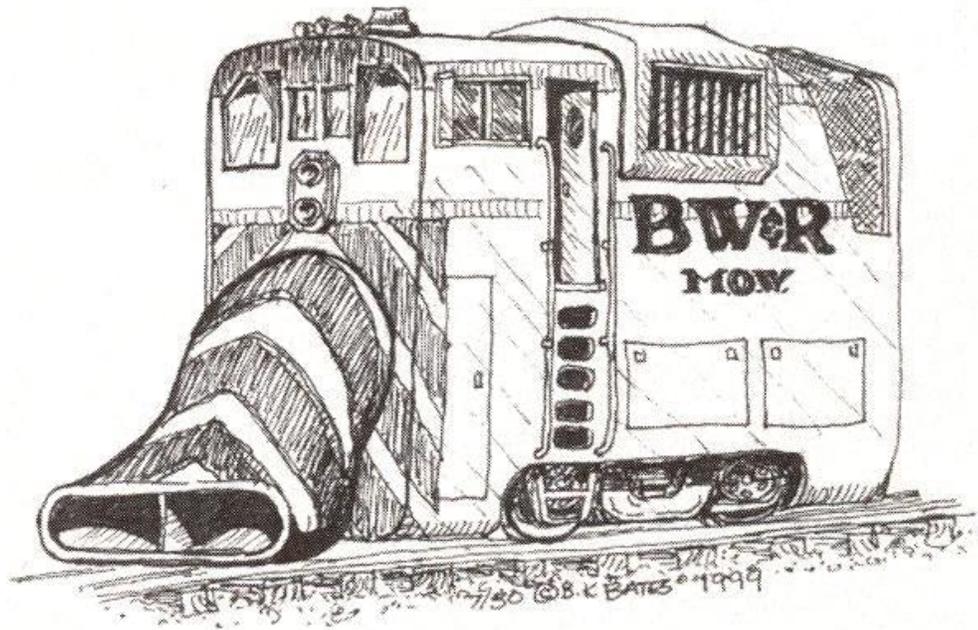


Born; McPherson Kansas. USN Vietnam veteran, died: December 2, 2015.



Happy Trails Amigo. We will remember and miss your kindness, wit, and whimsy.

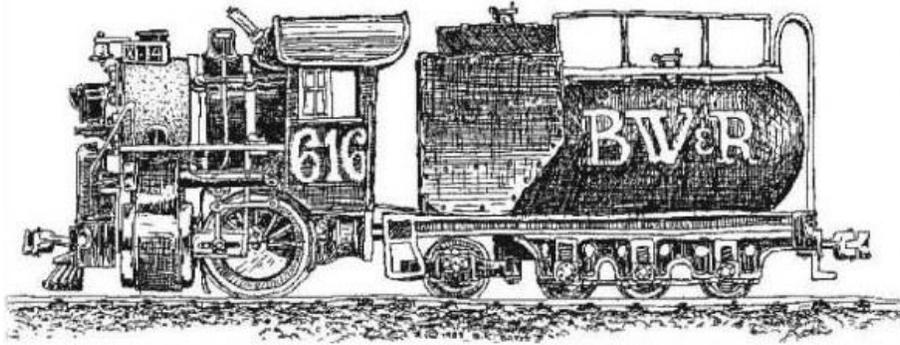




BW&R M.O.W. Track Blower



Nevel, of the Narnian Light Railway



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As always, I encourage all members to send photos of their projects for the newsletter to me at;

flatrat@charter.net

Thanks!!

Train Lover Luncheons:

The current luncheons are:

Columbus Area: Meets every Third Thursday of every month at Larkins Carolina Grill, 155 West Mills Street in Columbus, NC 28722. @ 1:00 PM. Contact Gary Poague 828-712-3429
gpoague@windstream.net

Greater Greenville Area: Meeting the first Tuesday of every month - at 12 noon. It has been moved to Mutts in Greer as it is more centrally located for the greater Greenville area. Contact Ken Majchrzak at: kemajchrzak@gmail.com or call Ken at: 864-385-4951

Asheville Area: Meets the 4th Thursday each month. We meet at 11:30 AM at Gondolier Italian Restaurant and Pizza located at 1360 Tunnel Road, Asheville 28805. Contact Tim Wagner timwagner2012@gmail.com

The location is on the east end near the VA hospital, so it is recommended that you access Tunnel Road from I-40, exit 55. Take a left at the first light after you exit and a left at the next light. The venue will be on the right a few hundred yards from the intersection.

Winston Salem luncheons are currently being planned by Tony Potter and J.R. Snider.

Charlotte luncheons are currently being planned by Hank Paulson and Dave Smith.

We encourage members to use the local network created by the TLL coordinators to casually invite folks by to share your layout and train projects, what we call a "Mini Open House", either on the day of a TLL or just any day in the month that you would like to have some company to talk or run trains

If you are interested in starting a "Train Lover's Luncheon" in your area, call a couple of friends and agree to meet. The next month everybody invites another friend, etc.

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Trivia Answer:

Union Pacific maintains a fleet of six rotary snowplows. These are reserved for the Donner Pass. [acc. to Wikipedia]



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Business Related to Our Hobby

Any Member who has a business related to our hobby is welcome to submit an entry for inclusion in PGRS Trackin' each month.



Expert Sales, Service and Installation
for ALL Brands

LOCOMOTION
WORKS

G-Scale

205 Mountainside Drive
Columbus, NC 28722-6798

Gary L. Poague 828-712-3429
www.locomotionworks.com



Garden Railroad Design
Old Trains Wanted

Jim's Train Sales

O & G Gauge New & Used Trains

Jim Hendley

Etowah, North Carolina 28729

Lionel, MTH, USA Trains, PIKO, LGB

Bridgwerks Power Supplies, Bachmann

Split-Jaw Rail Clamps, O & G Gauge Track

Email: jhh1218@att.net

Phone: (828) 891-7570

Fax: (828) 890-3346



Peggy Keyes

Owner / Chief Conductor

RightTrackTrainMuseum@gmail.com

828.625-5551

The Right Track Toy Train Museum

A non-profit museum to benefit Pancreatic Cancer
research

2414 Memorial Hwy (Rte 64/74)

Lake Lure, NC 28746

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