

PGRS TRACKIN'

Newsletter of the Piedmont Garden Railway Society – May 2016

Editor: Scott Williams

[Happy May Greetings to everyone.](#)



Hallelujah Brothers and Sisters, it's finally time to dig our short pants and T-shirts out of the closet and get busy trimming shrubs and pulling weeds around our homes and sprucing up our garden layouts.

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Trainfest 2016: Doc reports that he has rented the conference room again at the Cottages at Brushy Creek for Saturday, July 30, 2016.

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Reefer Madness at Doc Watson's house:

Tuesday April 19th Doc decided on the spur of the moment to get an impromptu bunch together to help him check out the condition of his garden layout track for the summer. As usual, a grand time was had by all and, as usual, Doc's track and switches performed perfectly. Looks like he's ready for serious operations at his home in Hendersonville this summer.

I was excited to have the day off and be able to join in. This winter I lucked on to someone selling off an Aristo Southern Crescent 4-6-2 locomotive and 7 heavyweight cars for a price I just couldn't pass up. The train had very low hours on it but the Pacific has gear box damage and will need a new drive axle gear someday but I've wanted Southern passenger cars for my F units to pull ever since I bought them about 7 years ago and for the price, the locomotive was just an added bonus. I was anxious to see how they ran with my F3 diesels and the answer is; 'flawlessly'.

******If anyone is interested in a Southern RR Heavyweight Passenger Coach, this collection had two of them lettered as the "William Rufus King" and I would like to sell one of them. 828-545-2850. Call me if you'd like a good deal on a Southern RR Heavyweight passenger coach.

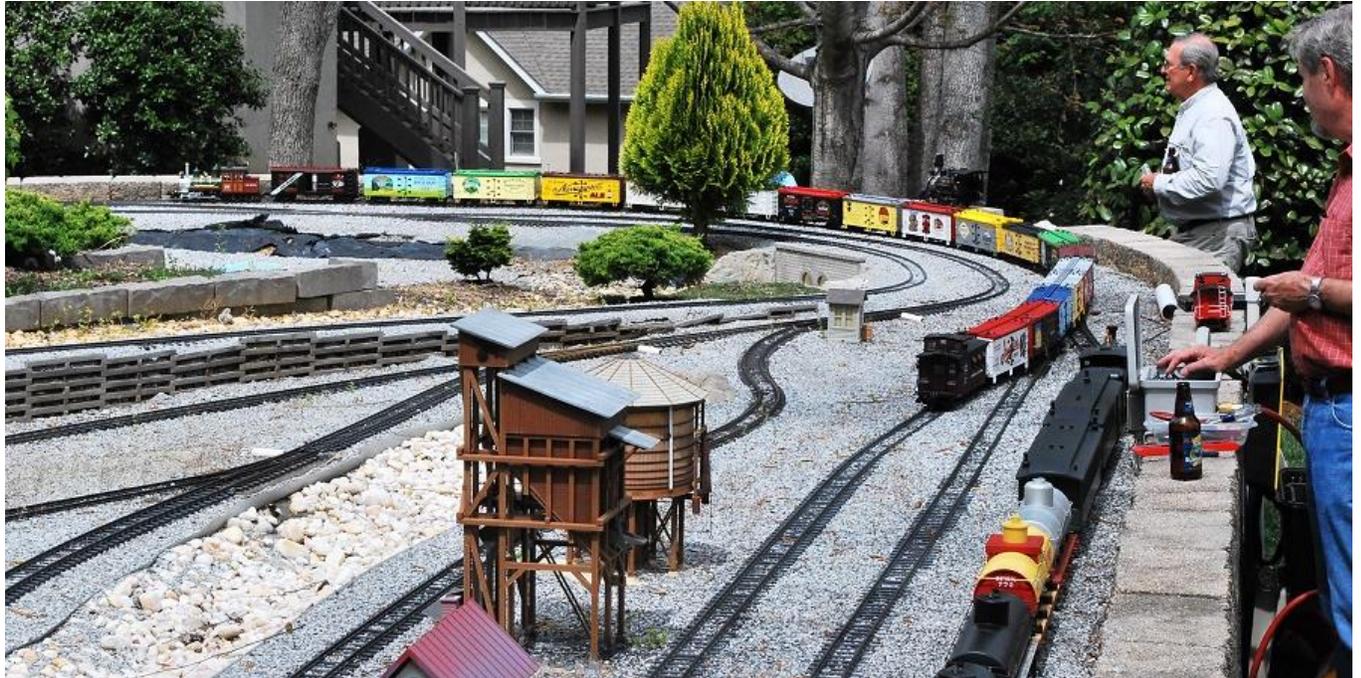


Doc ended up having a great bunch of folks drop by. If memory serves correctly there was Bill Huntman, Pete Gendron, Tim Wagner, Randy Theis, Terry Ketcham along with his wife and sister in law, Sky Mayo, Larry Williams, myself, and a cameo appearance by Jon Bole who regrettably could not stay long and help us drink some of the fine collection of beers we had assembled, [including; "Olde Frothingslosh", the pale, stale ale, in rusty cans with the foam on the bottom.], as he had to get back home to do some sprucing up to the house they are putting on the market.

Other than my happy success with the Southern Crescent's maiden run we managed to also assemble a fine collection of **Beer Reefer Cars** from Doc, Sky and Larry's collections. **18 in all!** Doc said that was the longest train he has ever assembled and it took up the entire straight section of his track.

What should we choose to pull this colorful behemoth of a train with? A Mallet? A K27? A pair of diesels? **No!!!**

A diminutive LGB Forney of course!! Doc's little Forney handled the task with nary a wheel slip!!





Proving once again, that model railroading is really serious, high fallutin' stuffy.....stuff. Right?

Thanks again Doc. We had beautiful weather and a good time and laughs were had by all!!

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**** A reminder from Terry Ketcham that PGRS club members are invited to come by the Apple Valley Model Railroad Club in Hendersonville the last Saturday of each month to run their large scale trains on the club layout from 10 – 2 pm.**

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***** Think you might have an idea for a topic to share at the summer Trainfest? We are looking for presenters. This should include examples you have built on a topic and/or accompanying slides to show at the Trainfest.**

This summer we are also hoping to display Posters of projects if you think your project is something others would like to learn about but maybe not large enough for a 'Clinic' that you could display photos and documents on poster boards.

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Bill Huntman sends this announcement to members who may be interested in buying some of his model train inventory.

"I need to thin the collection and free some shelf space. All of these cars are lightly used. Prices are as listed and any shipping will be additional. If you are interested, please contact me at: whuntman@gmail.com or on my cell phone (828-400-9982)."

AristoCraft Cars

Wood D&RGW Reefer Car #86201	\$45
D&RGW Coal Hopper Car #81401	\$45
D&RGW Lighted Caboose (black)	\$50

Bachman Big Hauler Cars

Center Cupola Caboose (unlettered). #93801	\$35
D&RGW High Side Gondola #93478	\$35
D&RGW Wood Box Car #93348	\$35
Wood Ore Car (unlettered) # 98570	\$35
Wood Ore Car (unlettered) #98570	\$35
20' Colorado & Southern Gondola #95274	\$35
20' Florence&Cripple Creek Box Car #95344	\$35
Single Dome Tank Car (ConocoPhillips) #93446	\$35
Flat Car w/stakes. Yellow No box,from a Bachmann train set	\$25

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Trivia Question;

Near the end of the Steam Era and the dawn of the diesels a few American Railroads, especially coal hauling Railroads, were loath to abandon their readily available fuel source and the infrastructure they had in place for the new diesel locomotives.

Steam Turbines like the ones used to power huge ships and power plants seemed like a possible alternative to achieve advantages over the conventional rod driven steam locomotives.

In theory they should provide greater efficiency at higher speeds, possibly have fewer mechanical moving parts giving greater reliability with less maintenance and also better balance eliminating the hammer blows caused by piston driven side rods and less sinusoidal torque creating a smoother ride and pulling force with less damage to the track and in fact a number of

steam turbine locomotives were built and tried by; C&O, Pennsy, Norfolk & Western and the Union Pacific [UP tried Oil Fired steam turbines]. A few designs were for direct drive but most were steam turbine engines generating electricity to drive electric traction motors on the trucks similar to diesel electric powered engines and they were monsters with tremendous potential.

Sounds great! So what became of those locomotives and why weren't they developed further?

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Member Photos;

Fran Monahan doesn't usually model "log trains" but here is an example of his recent work:



Bruce Bates left another legacy:



A turntable model for the Apple Valley Model RR Club. Thanks Bruce! And thanks Terry for sharing this model of Bruce's work for the Apple Valley Club.

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Membership:

Please consider sharing this newsletter with friends who might be interested and if they wish to become members ask them to contact our PGRS Secretary/Treasurer for a membership form.

Don Watson
125 Mistletoe Trail
Hendersonville, NC 28791

docwatson@morrisbb.net

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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.

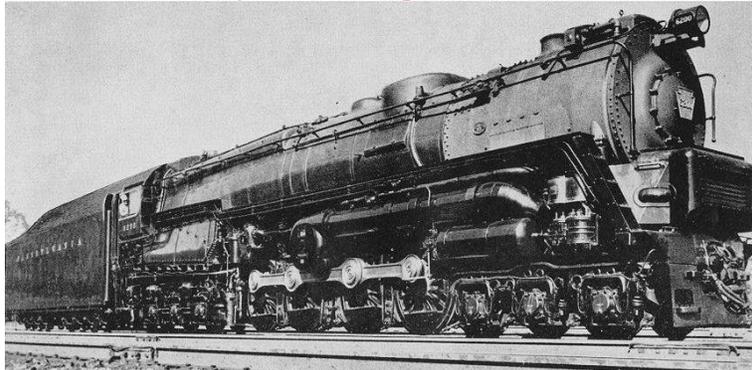
Charlotte luncheons are currently being planned by Hank Paulson and Dave Smith.

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Trivia Answer:

The short answer is; they didn't work as well in the real world as they did on the drawing board and diesels kicked their butts at cost to buy, maintain, and run so....the end of steam turbine locomotives in the 20th century.

One of the more successful and complicated designs was;



Pennsylvania RR's, S2, #6200. It was a 6-8-6 and had a large turbine for forward propulsion and a smaller one for reverse. War time restrictions on light weight steel drove the design up from a 4-8-4 hampering the original concept. Direct drive to the 8 drivers, it was powerful and economical at high speed with a max speed of at least 100 mph. At high speed it could out pull a 6,000 HP lashup of diesel locomotives. Highly efficient above 30 mph...it was hog at low speeds. It ran so hot at low speeds that boiler stay bolts failed. It ran from 1944-1946 and was scrapped in 1952.

Norfolk & Western's 4,500 horsepower, # 2300. Nicknamed: "Jawn Henry" built in 1954.



Somewhat successful after the design was 'de-bugged' it was a C+C-C+C electric truck motor driven loco design. Coal dust and boiler water fouled the electric motors and the turbine blades got "out of whack" during coupling to a train and it was retired after only 3 years of service and scrapped in 1958. N&W produced many more successful conventional powerful steam locomotive designs and continued to run them in to the 1960s before becoming the last major railroad to fully convert to diesels.

Chesapeake & Ohio's M-1, #500-502



C&O built three of these 6,000 HP design monsters for their passenger run from DC to Cincinnati. The cab was in the center with a coal bunker ahead of it and a backwards-mounted conventional boiler behind it (the tender only carried water). It was 106 feet long and weighed 856,000 pounds!! The longest single-unit locomotive ever built at the time of construction. Configuration was 2-C1-2-C1-B. It never once completed the DC to Cincy run successfully as coal dust and water fouled the electric traction motors and it was a "plumber's nightmare" to maintain and the B&O stole the Lion's share of that market in 1948 which turned out to be a meager market at best with its streamlined diesel powered passenger trains and the M-1 proved to be a useless behemoth on most of the rest of the C&O routes due to its size and low speed inefficiencies. Built in 1947 they were left for dead in 1949 and scrapped in 1950. Pretty much a

dismal failure and due to its monumental development cost it was nicknamed “The Sacred Cow.”

Union Pacific and General Electric tried ‘oil fired’ steam turbines in 1939.



The first steam turbine locomotives developed, they burned ‘Bunker C’ fuel oil like an ocean going vessel and were the only ‘condensing steam turbine’ powered locomotives ever used in the United States. They were cutting edge technology in many ways and hopes were they would be the next generation of locomotive power. Most notably; they were the first locomotives to be operated ‘multi-unit’ by one engineer AND the first engines to be equipped with dynamic electric braking running the traction motors in reverse as generators and dissipating that energy as heat through resistors and a few other features that would not become standard on diesel locomotives until the 1970s.

So, if nothing else, they should be remembered for those developments that are standard features on modern diesels today. The steam turbines powered a generator that supplied power to the traction motors. It had a 2+C-C+2 truck configuration. Union Pacific took delivery in 1939 but returned them to GE later that year citing “unsatisfactory results”. They accelerated very well and allowed UP to maintain better schedules than they could with their steam locomotives but UP felt they had reliability issues and unique maintenance costs for their day.

The engines were improved by GE after their return and during a motive power shortage on the Great Northern RR in 1943 the GE steam turbines were used with good results but the units wore their drivers down and one of the boilers developed defects and they were ultimately returned to GE and scrapped.

For further reading on the cutting edge features of this locomotive:

https://en.wikipedia.org/wiki/GE_steam_turbine_locomotives

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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.



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

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