



Newsletter of the Piedmont Garden Railway Society

October 2017

Editor: Scott Williams

Fall Greetings Club Members.

The weather is cooling and the leaves are starting to do their thing and it's one of my favorite times of year to be outdoors running trains or doing almost anything for that matter.

The board is finalizing its plans for the next Trains Fest and when they tell me the details...I'll tell you.

Tim Wagner's Open House

Tim is planning an open house get together at his lovely home in north Asheville Saturday, November 18, probably from 10 to 2 or 3 in the afternoon. Details will follow soon. Come hang out, run your trains, bring items to sell or buy some.

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PGRS SCRATCH BUILDING WORKSHOP

The PGRS board is sponsoring a scratch building workshop to introduce its members to the art of building rolling stock from scratch. The Board is proposing a workshop to build a flat car.

The workshop would be on a Saturday for a few hours at a convenient location sometime during the winter months where the weather is not conducive to outdoor train-related activities.

The workshop would focus on building a simple flat car probably at a scale of 1:24. We feel that a car of this size would fit nicely with any 1:29 or 1:22.5 railroad equipment.

The project would include the following:

- A skilled scratch builder to lead the project.

Drawings to aid in construction including options for couplers and trucks.

All the precut wood necessary to build the car.

Misc. wire, etc, to add some detail to the finished product.

Glue, probably Gel type superglue to speed assembly.

The one-day workshop should be enough time to complete the assembly of the wood frame of the flat car. There should be time to add other parts, such as, brake wheels, trucks or couplers.

There will be a charge (TBD) to the attendees to pay for the materials to build the basic car. There may be an additional charge for those wishing to purchase trucks and/or couplers. Bachmann or Kadee couplers and Bachmann arch bar trucks are possible options for this flat car.

The attendees will be asked to bring their own basic tools for the project. A list of recommended tools will be provided prior to the workshop. For those who do not have all the recommended tools, a few will be provided to share.

If you are interested in participating in the proposed workshop, contact Bill Huntman at whuntman@gmail.com or cell: 828-400-9982. Bill collect the names and contact those interested to arrange a convenient date and location.

Below are pictures of the wood parts and the assemble car frame, provided by Bill Huntman, of a flat car that is a prototype of the one to be built.





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Train Show Oct. 6 and 7

...don't forget the All Scales Model Train Show at the WNC AG center this weekend, OCT 6 and 7 from 12 to 7 Sat and 10 to 4 Sun.

<http://www.wncagcenter.org/events/2017/autumn-rails-train-show>

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Great Stuff for scenery.

Terry Ketcham sends this along:

Most of the "rock" scenery on the Apple Valley' layout is made out of hydronic cement mixed in with "blown in paper insulation " and water. The mixture works well on surfaces up to a 45 degree angle, anything steeper than that, I have a hard time keeping it in place. It wants to keep sliding down to the base .

I tried using " Great Stuff " which is expanding foam insulation, over the steep portions of scenery where the cement mixture didn't want to cooperate. I sprayed on globs of the stuff over the area where the cement mixture wouldn't hold, let it set over night and then started carving it with an old steak knife.

After I was fairly happy with the results, I spray painted the entire surface with flat black paint and then sprayed the area with shades of gray and tan primers. The foam is very dense and holds the bottle brush trees very well. The foam is very light in weight and is a good method for making rock scenery.





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Member Photos:

"Scott

On our way to my annual Canadian fishing trip, I stopped at the Lake Superior Railroad Museum in Duluth, MN. It is located in the old Duluth depot downtown. This is an incredible rail museum that has some very rare equipment. I know that Duluth is not on the way to many ladies locations, but I would highly recommend visiting if you are ever near. They have a great website with picture of all of their equipment. LSRM.org"

Randy



William Crooks 1861 steam engine. Rare Civil War era engine.



Randy at the controls of the 6,000 hp Yellowstone Mallet. It was use to haul ore to the Lake Superior docks.



Log loader house in the raised position so empties could pass underneath.



Jacks lowered outside of rails, but the wheels are not pulled for empties to pass



A model steam engine of a Yellowstone Mallet that is a work of modeling art

YELLOWSTONE

MODEL

31 YEARS CONSTRUCTION TIME
AUTOMATIC PROPANE GAS FIRED
TOTAL WATER CAPACITY 58 GAL.
19 INDICATED HORSE POWER
LENGTH 17 FEET
WEIGHT 2800 LBS.
566 TRACTIVE EFFORT LBS.
AIR BRAKES — POWER REVERSE
2 DYNAMOS — 24 LIGHTS



1887 steam powered rotary snowplow

HISTORIC MECHANICAL ENGINEERING LANDMARK NORTHERN PACIFIC ROTARY SNOW PLOW NO. 2 1887

THIS ROTARY SNOW PLOW, CONSTRUCTED BY THE COOKE LOCOMOTIVE & MACHINE WORKS IN PATERSON, NEW JERSEY, IS THE OLDEST SURVIVING RAILROAD ROTARY SNOW PLOW. PATENTED BY CANADIAN ORANGE JULL IN 1884, THIS WAS THE FIRST MACHINE TO RELIABLY CLEAR DEEP, PACKED SNOW FROM TRACKS. POWERED BY A LOCOMOTIVE-TYPE STEAM ENGINE, IT USED A BI-DIRECTIONAL ROTATING WHEEL WITH BLADES THAT CUT INTO THE SNOW AND PASSED IT TO AN IMPELLER, WHICH THREW IT TO EITHER SIDE OF THE TRACK. THE PLOW WAS PUSHED BY SEVERAL LOCOMOTIVES.

ROTARY PLOWS, USED PRIMARILY IN WESTERN NORTH AMERICA AND EUROPE, PROVED MUCH MORE EFFECTIVE AGAINST HEAVY SNOWFALLS THAN WEDGE PLOWS AND MANUAL LABOR. THIS PLOW ORIGINALLY SERVED IN THE CASCADES, BUT WAS LATER ASSIGNED TO DUTIES IN MINNESOTA AND NORTH DAKOTA. IT REMAINED IN SERVICE FOR 81 YEARS. LATER PLOWS OF THIS TYPE WERE LARGER, AND MOST STILL IN SERVICE USE ELECTRIC MOTORS POWERED BY THE GENERATOR OF ONE OF THE PUSHING LOCOMOTIVES.

 THE AMERICAN SOCIETY OF MECHANICAL ENGINEERS-2015



Percy loading and Thomas coming into station. Both were pushed with old diesels in back of some old passenger cars. Museum had many kid oriented displays.



Jerry Bartle found this photo on Facebook without a caption so,...make up your own.

Here's another puzzling photo from Terry Ketcham...



Randy Theis said he decided to get a cat to keep the rodents out of his sawmill but thinks he may have gone a bit overboard with that.





Terry also sent this photo with caption saying: "Guess where we are now?"

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Trivia Question: What do those cryptic codes on the sides of railcars mean? You know



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Videos of Interest:

Great Smoky Rail Speeder Trip 2017 from NOC to Bryson City

<https://www.youtube.com/watch?v=3wNGKVFSTY0&feature=youtu.be>

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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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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

Trivia Answer:

Those are reporting marks. A **reporting mark** is an alphabetic code of one to four **letters** used to identify owners or lessees of **rolling stock** and other equipment used on certain **railroad** networks.

In **North America** the mark, which consists of an alphabetic code of one to four letters, is stenciled on each piece of equipment, along with a one- to six-digit number. This information is used to uniquely identify every such rail car or locomotive, thus allowing it to be tracked by the railroad they are traveling over, which shares the information with other railroads and customers.

Trains magazine has this list of reporting marks:

<http://trn.trains.com/railroads/abcs-of-railroading/2006/05/railroad-reporting-marks>

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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 Pete Gendron: 954-812-6270

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 meeting at Bubba's BBQ 4400 Sunset Rd. (exit 16, rte. I-77). at 11:30am on the third Tuesday of each month.

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Thanks, and please help make our newsletters interesting!!!

Send any idea, project, photo, something you found surfing on the Internet, etc., no matter how great or small you may think them to be to your newsletter editor. We all love trains so...if it's about trains, and you've got it on your computer, chances are you won't be the only person who might enjoy reading about it.

Send your input to: srwavl@outlook.com

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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

Email: jhh1218@att.net

Phone: (828) 891-7570

Fax: (828) 890-3346

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Neal Madden 828-279-7766
www.locomotionworks.com



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

Find us on Facebook!