

# PGRS TRACKIN'



Newsletter of the Piedmont Garden Railway Society.

December 2017

Editor: Scott Williams



**HAPPY HOLIDAYS TO ALL OUR PGRS CLUB MEMBERS**

## **PGRS FALL TRAINFEST!!!**

The PGRS hosted the 2017 Fall Trainfest on **Saturday, November 4, 2017** at:

**Grace Lutheran Church  
1255 6<sup>th</sup> Ave. West (Route 64)  
Hendersonville, NC 288739**

Bill Huntman sent me this synopsis of the gathering:

“The fall TrainFest was a great success. The church facility was most accommodating. Lots of room for tables for the displays and conversations. Excellent audiovisual resources with two large screens that allowed everyone to see the presentations.

Lots of door prizes, including a soldering station, packages of oil and grease for lubrication, screwdrivers and dental picks, and several donated cars. A good time was had by all and the church facility was great. Lots of room for tables for displays and conversations.

**Jim Hendley**, who coordinated the meeting arrangements with his church, had several items for sale.

**Sky Mayo** displayed his train with the flat car load (pictured in the last newsletter) and his Forney with Banta wood cab. The wood cab was a great addition to the engine.

**Les Knoll's** presentation on building structures with foam was top notch. The presentation included examples on how to emboss brick on to the foam, followed by examples on how to paint the foam. Les included several hints on good techniques for gluing, marking and painting the foam and discussion on how to save money building the windows yourself. Les's presentation was illustrated by pictures of his foam based structures and several of his techniques.

**Terry Ketcham's** outstanding presentation explained how to use spray / expanding insulation foam to create rock scenery. Terry began with a short explanation about how he learned about using the foam. He then used a series of small panels to illustrate how to use the foam to create a rocky scene. After beginning with showing how to start using the foam, Terry described how to use ordinary tools, such as files, knives and saws to carve the foam base into a desired rock appearance. The next panels showed how Terry used common spray can paints to paint and highlight the rocks. Terry's last panel demonstrated how the use of bottle brush trees can be a *very effective* addition to the rock scene. There was some discussion about a future clinic on making bottle brush trees.”



**Les Knoll's** Foam Building Presentation at Trainfest at Grace Lutheran Church, Hendersonville NC.  
**You too can build massive architectural structures from affordably available foam sheets!!**





Terry Ketcham showing how you can take Spray Foam and make it in to realistic scenery on your layout.



Amazing! From spray foam 'blobs' to beautiful, natural scenery. **Thanks Terry!!!**  
Attendance was about 26 members and I've received much positive response about the facility.



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## Tim Wagner's Open House

Tim's open house get together was at his lovely home in north Asheville, **Saturday, November 18**, from 10 to 3 in the afternoon.

### Tim reported:

*We had 12 present for a very relaxing day of running trains. Jon Bole brought an Alco converted by Doc to run on battery. Test run went well!*

*Les Knoll brought a 'gaggle' [a Host? a Flock? a Herd? a Squadron?] of live steamers. Bob Van Wagner manned the Fire Pit and managed the LGB layout [downstairs]. Bob's ESSO fueling station and Lowenbrau distribution center have received rewired lighting. [Which Tim describes as a "work in progress"].*



**Some 'usual suspects' of the PGRS Gang hangin' out at Tim's crib.**



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When looking for fun things to do this holiday season with family and friends don't forget the:

WINTER LIGHTS at North Carolina Arboretum. November 17 – December 31, 2017

<http://www.ncarboretum.org/exhibits-events/winter-lights/>

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Tim Wagner holding the PGRS car at his house. Sign it, have your photo taken with it, and pass it along to another member!!

Send your photo to me for the newsletter:

[srwavl@outlook.com](mailto:srwavl@outlook.com)

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### **Vanderbilt Travels Railway**

As some of you may know I work at Biltmore. Last spring, Steve Clark, the Engineering Services Manager and I had a meeting to discuss finding local 'train modelers' who might be interested in operating a Garden Train display they were planning to lease for summer 2017 to be erected in the Antler Hill Village area of the estate. I said; "yeah, I might know a few guys". Well, as it turned out, the Garden Train display was a **HUGE** success!!! I told Steve back then that not only did I know folks who would be interested, that they would likely return the trains in better condition than when they arrived. **And I was right.**

I spoke with Steve in October and he said the word is they plan to do it again this coming summer. I want to *personally* thank all the folks who I recommended to help run the trains and let you know that, at this point in time, the word is, 'it's going to happen again'. Stay tuned for further announcements.

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**Member Photos:**



Fran and Grace enjoying Grandpa's trains. She got a Thomas for her 4<sup>th</sup> birthday which she loves to run.



"You're making me nervous Grandpa. I've totally GOT this train runnin' stuff."

[Just wait until she's old enough to drive that 'Chevy' Fran. **LOL.**]

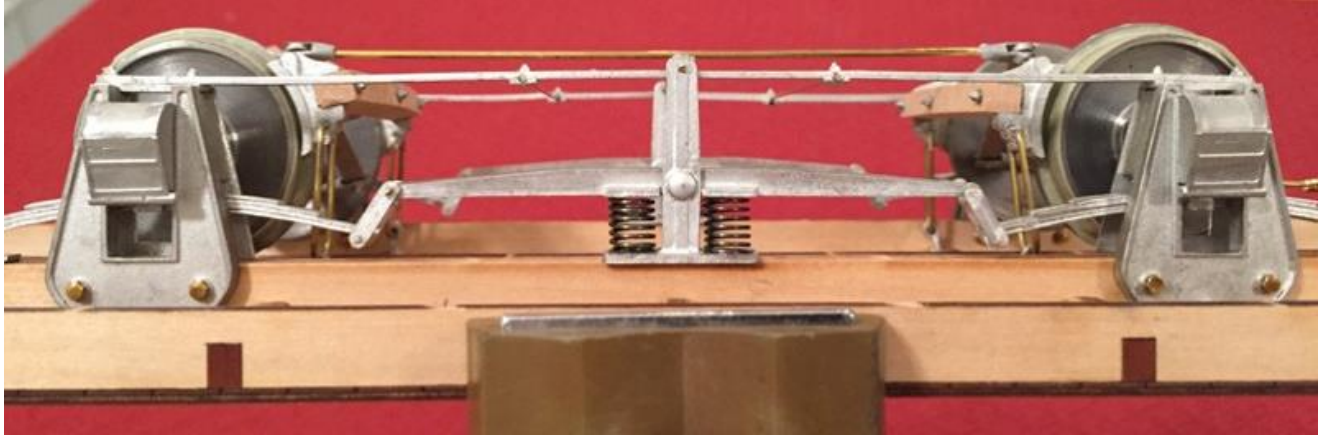


Fran's garage Layout takes his trains to new heights!



Doc is building an old Hartford MOW car kit he's had laying around. It has tons of fine detailed parts.







Jon Bole sends a photo of the progress on his new backyard railroad:



A local Coolie digging the Dry River Bed. It's hard to get good help these days.







I asked J.R. Snider to send me a few photos from his beautiful garden layout for the newsletter.







A beautiful winter photo!

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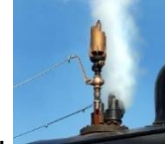
**Trivia Question:** “I hear the train a comin’. It’s rolling round the bend.” **Johnny Cash**

**What are the Federal Railroad Administration’s current rules on how a train should sound its horn at public grade crossings?**



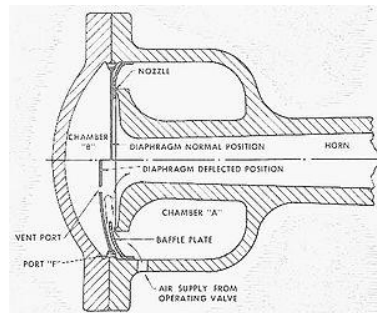
Since the beginning of train travel accident avoidance has been an issue. Trains by their very nature and design are massive and have tremendous momentum, and rolling on steel wheels riding on steel rails makes them difficult to stop, and they mostly run at ground level in and amongst our everyday life. Trains also run on fixed rails making it impossible for them to turn away from a potential collision. **Therefore**, *the main way to avoid a collision with a train*, **is to stay out of the path of an oncoming train.**





Steam locomotives utilized their steam power to sound whistle alarms.

Diesel locomotives had no steam for whistles and initially utilized 'truck' horns or exhaust powered horns to sound the alarm of their approach. These were found to be insufficient so the air horn design was scaled up for Diesel locomotives. Air flows in to the base of the horn vibrating a diaphragm against the nozzle end of the horn and the standing waves are amplified by the bell of the horn creating a very loud sound/alarm, like a trumpet.



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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 your large scale trains on their club layout from 10 – 2 pm.

**[Editor's Note] this is a tremendously gracious offer by the AVMRR which more PGRS members should take ADVANTAGE of and a wonderful opportunity to take your track powered, battery or steam powered trains and take them on an excursion to their beautiful layout erected on the passenger platform of the historic Hendersonville Southern Railroad Station's passenger platform.**



This is a photo of the editor's ET&WNC train running on the PVC layout at Apple Valley. Bring your trains by the Apple Valley and have some fun and meet some new train lovers.

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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](mailto:docwatson@morrisbb.net)

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### **Trivia Answer:**

Effective June 24, 2005, the rule requires that locomotive horns be sounded at all public grade crossings at least 15 seconds, but not more than 20 seconds before entering a crossing. This rule applies when the train speed is below **45 mph.**

At 45 mph or above, trains are still required to sound their horn at the designated location (usually denoted with a whistle post).

The pattern for blowing the horn remains **two long, one short, and one long**. This is to be repeated or prolonged as necessary until the lead locomotive fully occupies the crossing. Locomotive engineers retain the authority to vary this pattern as necessary for crossings in close proximity, and are allowed to sound the horn in emergency situations no matter where the location.

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The following are the required horn signals listed in the operating rules of most North American railroads, along with their meanings.

Signals are illustrated by an "o" for short sounds, and "-" for longer sounds. (Note that these signals and their indications are updated to reflect modern practice.) Those rules marked with an asterisk (\*) must be sounded when and/or where applicable. Those signals without an asterisk convey information to employees; they must be used when voice communication is not available.

<u>Rule</u>	<u>Sequence</u>	<u>Indication</u>
14 (a)	o	Applying air brakes while standing.
14 (b)	* --	Proceeding. Releasing air brakes. This signal is often referred to as "whistling off," despite it being given by an air horn.
14 (f)	* o o -	Acknowledging a flagman's stop signal.
14 (g)	* o o	Acknowledging any signal not otherwise provided for.
14 (h)	* o o o	Backing up.
14 (j)	o o o o	Calling for signals.
14 (l)	* -- o -	<b>1.</b> Trains or engines approaching public highway grade crossings shall sound the horn at least 15 seconds, but no more than 20 seconds before the lead engine enters the crossing. Trains or engines travelling at speeds greater than 45 mph shall begin sounding the horn at or about, but not more than, one-quarter mile (1,320 feet) in advance of the nearest public crossing. Even if the advance warning provided by the horn will be less than 15 seconds in duration. This signal is to be prolonged or repeated until the engine or train occupies the crossing; or, where multiple crossing are involved, until the last crossing is occupied. <b>2.</b> Approaching tunnels, yards, or other points where railroad workers may be at work. <b>3.</b> Passing standing trains.
14 (m)	* o	Approaching passenger station.
14 (o)	o -	Inspect train for a leak in brake pipe system or for brakes sticking.
14 (p)	* <b>Succession of sounds</b>	Warning to people and/or animals.
14 (q)	* - o	When running against the current of traffic: <b>1.</b> Approaching stations, curves, or other points where view may be obscured: and <b>2.</b> Approaching passenger or freight trains and when passing freight trains.



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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 11:30. **Meeting at the A&P Restaurant on Rte 14 in Greer**. 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.

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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### 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  
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**Peggy Keyes**  
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RightTrackTrainMuseum@gmail.com  
828/625-5551

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