

PGRS TRACKIN'

Newsletter of the Piedmont Garden Railway Society.

January 2018

Editor: Scott Williams

Happy New Year Railfans!

We ring in 2018 with some soberingly cold temperatures this first week and with a hopeful eye to the coming year. We're looking at a continuing strong economy and lower unemployment than previous recent New Year's days. We hope this trend will continue and we'll all feel more prosperous and secure as we distance ourselves further from the Great Recession of the past decade. I suspect this will prove to be an interesting year, hopefully without any major negative wildcard events and there will likely be lots of dynamic changes and developments that will affect our lives and the economy. Industry here in the US and globally, [including the railroads that service it] will be watching closely for changes in technology, governments, laws, etc. that will steer the course of their success or failure.



The state of our club is outstanding and our hobby in general seems stable and we hope as the economy continues to be strong and people continue to feel better about their discretionary spending that demand for model trains and accessories will grow and encourage manufacturers to increase their offerings to enthusiasts.

The PGRS Board of Directors has been busy making future plans since the fall meet and is already working on the presentations for the springtime Trainfest. I won't spoil the line up yet but the agenda of projects and presentations has me eagerly looking forward to attending the Spring Trainfest and the new meeting location received high marks from everyone so if you

didn't attend the fall meeting you will want to 'ink it' in to your calendar as soon as we announce the date and time.



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Train Show Calendar.

The NRMRC calendar of shows is relevant to our region: Google "NRMRC train shows" and it will pop up.

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The Madison Hardware Story

Regular price \$39.95 <https://notch-6-media.myshopify.com/>

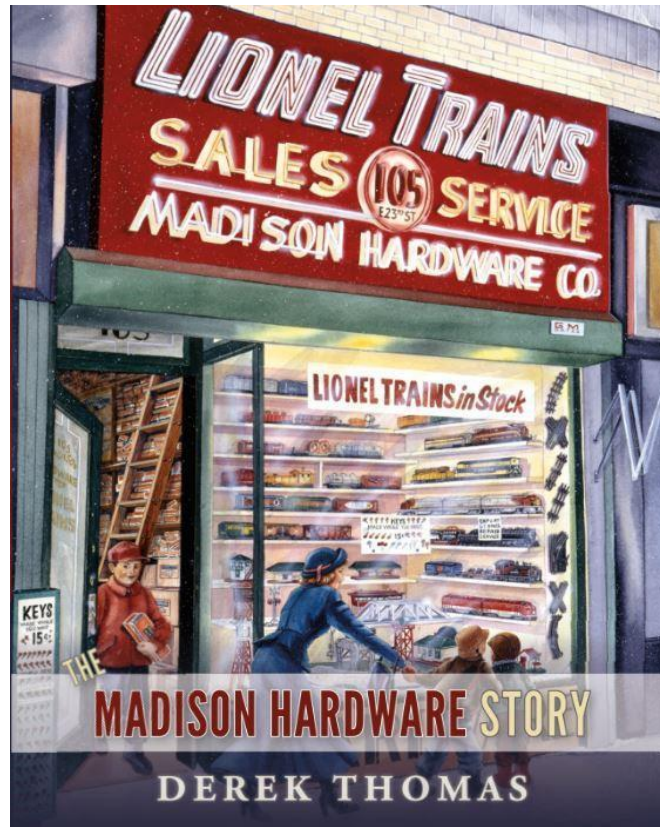
"OK, Train friends, how many of us can remember this store. A Lionel Trains Icon in New York City for many years, even all thru WWII, when Lionel was making Naval Instruments for the US Navy war effort. My first Lionel train set came from this store in 1943 when I was 5 years old. I still have it, it was produced in 1938.

My G Scale friends maybe have not heard of this famous store. I was there only once, and it was an experience. Such a small store, with rolling ladders on both sides, to fetch trains from

high up on shelves. Wall to wall Lionel trains, with a huge warehouse in the back. I long forgot what I purchased.

Great memories, looks like this may be a nice book. A little pricey though."

Jim Hendley



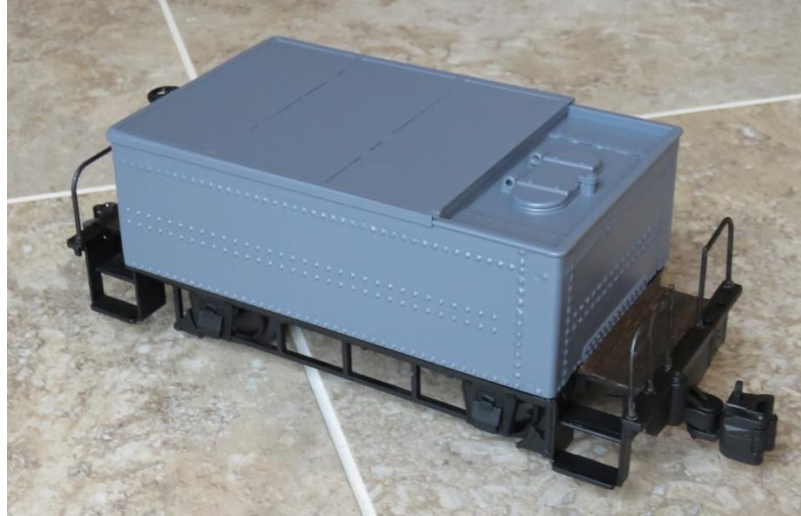
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The colder indoor months are a good time to review and repair how our trains run while we wait to get back outside this spring so maybe dig out those locomotives and take a minute to clean accumulated grit and grime from moving parts, lube the rubbing parts and clean the wheels on track powered engines for better electrical pick up. Fix loose and broken bits...

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I decided some of my winter projects would be to add sound to some more engines and for about two years now I've thought of converting some of my trains to battery power. I have a lot of locomotive models and it would be prohibitively expensive and time consuming to convert all of them and the ones I wanted to convert the most are the smallest/shortest engines which are the most susceptible to dirty and uneven track. They're also the most difficult in terms of interior space in which to install receivers, battery, etc. The answer is to build a trailing car I could pull behind my Porter and my Climax logging engines and connect the car via male/female wire connectors. The trailing battery car approach is also useful for larger diesel locomotives when you wish to convert several engines to battery but not spend the money to install batteries in each and every loco model. Just choose one roomy boxcar you really like for example install your battery and remote control receiver in the boxcar, disconnect the wires in the locos you wish to convert from the pickups and connect them to a wire connector that runs between the

engine and boxcar. That way you don't have to decide which engine gets converted and can run several with the same battery car.



Here's my trailing water tank battery car thus far assembled and primed. Logging railroads often tugged along a converted water tank or tender of water to logging camps and also for fire suppression and water for the boiler so it seemed like a great trailing car. I took a Big Hauler tender and shortened it and 'narrowed' it so it would fit on a Bachman Bobber frame and covered the coal area with sheet styrene. It gives me the look and size I want and I will finish it off with flat charcoal black paint and rust/weathering. The tank lifts on and off as a cover to the frame and the next step is to install the rechargeable battery, the Railboss control and I'm going to include an affordable MyLoco sound card and speaker playing downward through holes near the front of the tank car.

If you've been contemplating a similar project but not sure how to start then keep your eyes on upcoming newsletters announcing the lineup of presentations for the Spring Trainfest.

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DC to New York in just one hour.

Information on TNEM Maglev train project <http://northeastmaglev.com/>



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Member Photos:



Tim Wagner playing with his snow plow on his mainline, December 8th.



Sky Mayo sends this photo from Apple Valley showing the PVC railroad buried in snow.

Scale-wise it looks like the Mainline got about 3-4 feet!!!

Those folks waiting on the platform should just give it up and go check in at the Bates Hotel.

[Interesting storm front too. The narrow gauge line uphill didn't seem to get a single flake.]

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Please send photos and newsletter items to Scott Williams at this address:

srwavl@outlook.com

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Trivia Question:

What railroad tunnel in southwest Virginia did William Jennings Bryan, the 41st Secretary of State, dub the "Eighth Wonder of the World"?

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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.

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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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Trivia Answer: Natural Tunnel near Duffield in Scott Co. Virginia.

Well, actually, I doubt that W.J. was referring to the railroad part of it as the "Eighth Wonder" but he liked to say 'big things' about his personal beliefs and views and anyone visiting Natural Tunnel has to agree that...it's certainly one 'Gi-normous' hole in the ground.

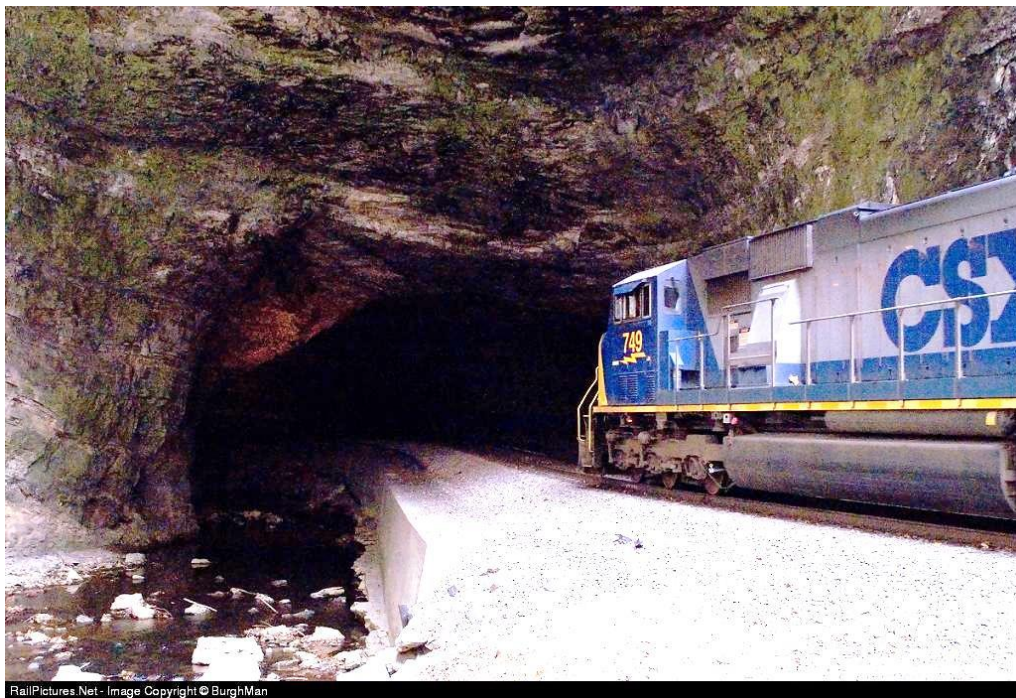


However, the railroad line DOES run through a true wonder of the natural world. A million years ago, [give or take a few], in the Pleistocene period acidic groundwater percolating through cracks in the native limestone eroded a deep hole through the rock. A nearby creek diverted into the hole further eroding it to its current dimensions which is, quite frankly, **Immense**. Legend has it that Daniel Boone is reputed to be the first white European settler to explore the tunnel.

[Wikipedia entry] “The South Atlantic and Ohio railroad constructed tracks through the Natural Tunnel in 1893, and the first train passed through the following year. In 1899, the Natural tunnel was purchased by the Tennessee & Carolina & Iron and Steel Company. The railway originally carried passenger trains; today, the line is still open but now operated by Norfolk Southern, also used under trackage rights by CSX, and is only used to transport coal.”



Looking down into the 10 story deep chasm at the tunnel entrance.



Entering the tunnel from inside the canyon.



Another photo showing trains exiting from the opposite side of Purchase Ridge and the enormous chasm on the internal side along Stock Creek which eroded the tunnel over a million plus years. [a reminder to fix those drainage issues in your yard before a few millennia pass.]

I am unaware if the tunnel is being used much these days. It was only used sporadically when I visited a few times about 6 or 7 years ago. I have been inside the canyon, railside, when CSX trains passed on two occasions and it was a thrill to see.

If you're interested in nice road trip, Natural Tunnel State Park lies a little under an hour north of Johnson City TN. Along the way you'll also get a glimpse of an impressive Clinchfield railroad bridge, the 160' tall, 1,090 foot in length trestle at the Copper Creek Viaduct built in 1908. The tallest railroad bridge in the eastern US at the time of construction. The CC&O's many bridges and 55 tunnels opened up coal deposits in Virginia and Kentucky to the southeastern coastal US. The Clinchfield was considered a MAJOR engineering accomplishment in its day and still inspires awe in its construction and used by successor CSX.

The lower bridge was constructed by the Southern Atlantic & Ohio railroad around 1890 and is currently owned by Norfolk Southern corporation. Close to one hundred per cent of the business is handled by Norfolk Southern, though they are competitors, they allow each to use the others tracks, so trains of both railroads can often be seen on either of the Copper Creek trestles.

When you drive through this rugged countryside, just under 2 hours north of Asheville and visit other points along the Clinchfield line you too will marvel at the engineering feat accomplished over a hundred years ago with the technology available at the dawn of the 20th century.



Video of viaduct:

<https://www.youtube.com/watch?v=yzCO1nRsy3c>

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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.

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|  | <p>Jim's Train Sales O & G Gauge New & Used Trains Jim Hendley Etowah, North Carolina 28729 Lionel, MTH, USA Trains, PIKO, LGB Bridgeworks Power Supplies, Bachmann Split-Jaw Rail Clamps, O & G Gauge Track</p> | <p>Expert Sales, Service and Installation for ALL Brands</p>  <p>G-Scale</p> <p>P.O. Box 2, 150 Rollins Rd. Marshall, NC 28753</p> <p>Neal Madden 828-279-7766 www.locomotionworks.com</p> |
| <p>Garden Railroad Design Old Trains Wanted</p> | <p>Email: jhh1218@att.net Phone: (828) 891-7570 Fax: (828) 890-3346</p> | |

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|---|--|
|  | <p>Peggy Keyes Owner / Chief Conductor RightTrackTrainMuseum@gmail.com 828/625-5551</p> |
| <p>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!</p> | |