

PGRS TRACKIN'

Newsletter of the Piedmont Garden Railway Society.

February 2018

Editor: Scott Williams

Happy Groundhog Day Railfans!



Got Snow?



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Piedmont Garden Railway Society Spring Trainfest, March 24th!!

- Coffee and Doughnuts and the annual business meeting starting at 10 a.m.
- Election of Board Members
- Collection of annual 20 dollar club dues at the meeting or send your dues to Doc now if you'd like to @

Don Watson
125 Mistletoe Trail
Hendersonville, NC 28791

- Presentations such as how to build your own battery trailing car to convert your track power trains to battery power. Build your own life-like, "bottle brush" artificial conifer trees.
- ***New this time;** a Q&A panel of senior members to field any and all of your model railroading questions. From beginner to advanced questions [no question too easy or too difficult. If you've wondered about it, someone else in the club has too. Just ask.] If they can't answer your question they will follow up with you to find an answer. You can email questions in advance to the panel moderator Randy Theis at:

RandyTheis@aol.com

Or, remember to write down and bring your question, query, quandary along with you the day of Trainfest.

- Drag n' Brag/Show n' Tell and bring items you wish to sell or trade.
- We welcome any Posterboard presentations of a project or technique you've finished and wish to paste up on posterboard for others to review.
- Door Prizes! and Lunch will be sandwiches and drinks provided by the club.

As always, the club intends to purchase some useful small complimentary door prizes so everyone walks away a winner but as in the past we are looking for members who want to 'DONATE' a door prize for the raffle. Got a spare Loco, rolling stock, switch, building, etc. that's just collecting dust at your house. Let's raffle it off to a club member and give it a new loving home.

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The 34th National Garden Railway Convention will be held in Atlanta Ga June 4-June 9th

From Ted Yarbrough,
Convention Co Chairman:

"I am with the 2018 Convention in Atlanta this June. We are putting together pre-tours for Sunday, June 3. We have several in Nashville, one in the Knoxville area, three in Huntsville, and some in Georgia. There will possibly be something in Spencer, NC. We are inviting any of your group that are along I-85 to participate. Just let me know your contact info if interested and we will add you to the list that will be provided all that pre-register. At least, I hope many of your members will join us in Atlanta as we have about 30 layouts on tour Wednesday-Saturday with exciting pre-convention train rides for Monday & Tuesday, June 4-5. See www.NGRC2018.com for details or to register. I would be glad to answer any questions you might have.

Thanks!”

Ted Yarbrough
Convention Co-Chairman

Website address is:

<http://ngrc2018.com/>

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Sale of Tony Potter's train collection.



PGRS club member Tony Potter passed away last fall. Many of you surely remember his impressive garden railway near Winston Salem from when he and J.R. Snider had a joint open house a few years back and sadly Tony's wife also passed away a few months later in December after a long illness.

J.R. Snider is now helping the heirs settle the estate's affairs in regard to the trains and railroadianna Tony had amassed. The collection needs to find new homes so that the house can be put on the market. J.R. said he has inventoried the Locos and rolling stock, track and equipment, He says there's more trains and equipment than most train stores and it's all in mint condition and he wants all members to have the first chance to give this equipment a new home.

J.R. said he is aiming to get 30-40% retail value but since the home must be sold that no reasonable offer will be refused. If you are looking for a chance to purchase more track for the layout you've been contemplating or a chance to increase your engine roster or rolling stock this is a tremendous opportunity to do so and help the family settle the Potter's affairs and all the proceeds from the sale will go in to a college fund for Tony's grandchildren.

For more information or spreadsheets of the trains, track and accessories contact J.R. and help him help Tony's family find new homes for his collection. J.R. would like to have a sale at Tony's home; **4055 Stillwell Drive in Winston-Salem for club members (and their friends) on Saturday February 3rd from 10AM- 2 PM with a weather date of February 10th. Checks are preferred.**

Any questions about this massive collection which needs to find new homes please contact J.R. Snider at:

336-391-3048 or email jrs@triad.rr.com



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Club members planning on attending the **National Garden Railway Convention being held in Atlanta Ga June 4-June 9th**. Randy Theis is interested in seeing if PGRS members attending would like to agree to attend one of the off-site days together as a group. You can email him if interested and/or discuss it with Randy at Trainfest. RandyTheis@aol.com

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Train Shows:

CRM&HA TRAIN SHOW

02-09-2018 1:00 - 7:00 pm

Rocky Springs Church Impact Center, Easley, SC

Admission \$7.00

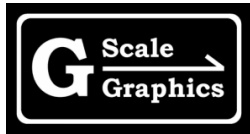
****As a reminder, check the PGRS website calendar for detailed calendars of upcoming shows and events.**

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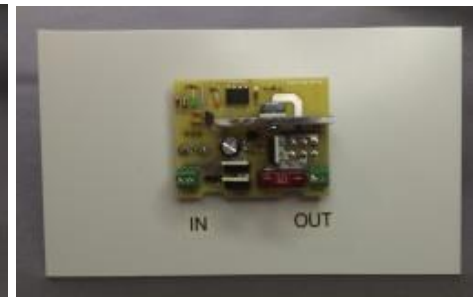
No Frills 5 Amp Track Throttle

Basic do it yourself track powered controller. Some of you folks may remember last year when I displayed a do-it-yourself power supply as an inexpensive alternative to Bridgewater controllers. This controller from G Scale Graphics makes that project even easier if you're intimidated by lots of wire stripping and soldering. Buy one of these, one of the Meanwell power supplies like I

used and wire the two wires to the powers supply, stick it in a box or nail it to a board and you're in business. Easey, peasey, Japanesy...



Customer Support
970-581-3567 9am-6pm Mountain
GScaleGraphics@comcast.net



No Frills 5 Amp Track Throttle

\$69.00 - \$89.00

No Frills! Just the power you need to control your large scale trains.

Pair with a low cost industrial power supply (purchased separately) for a low cost solution to large scale track power.

- No Frills - Just a Speed pot and a Direction Switch
- PWM Output for low speed torque
- Short Circuit and Over Temperature Protection
- Available as Panel Mount or Enclosed in a Box

- Choose your own DC Power Supply - 12 to 24V
We recommend:
Meanwell LRS-150-24 (24V, 6.5A) for about \$18

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LED's for Locomotive Headlights

Larry Williams writes:

"I have replaced some of my locomotive headlights' Grain of Wheat bulbs or LEDs which were burned out or just too dim. In the 5mm size that fit most Large Scale Engines I have only been able to find the Warm White color. While correct for the most modern diesels that come with LED lighting from the factory, they just don't look right for steam or period diesel locomotives. They have a blueish tint, unlike the yellowish color of an old incandescent bulb or the golden color of the old arc lamps that steam engines used.

The Sunny White and Golden White color LEDs are available from several HO distributors, but only in 3mm size. I finally located a source for the 5mm. The company name is Richmond Controls (richmondcontrols.com). They are \$1.50 per LED and there is no minimum order. However there is a \$7 S&H fee. They deal by mail and have an order sheet that you can print out.

I just ordered some and will let you know how prompt they are."

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Aww nuts.



One of the engines used to build Biltmore house. Last conversation I had with Steve Clark, engineering manager at Biltmore he said they plan to have another Large Scale Train exhibit this year at the estate. So, stay tuned for further dates for G scale at Biltmore.

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Train buff pushing passenger service to Asheville

By Bill Moss, Published: December 13, 2017, Hendersonville Lightning.

Larry Morton's survey of visitors to Hendersonville depot is decidedly unscientific, one might even say biased toward an answer he likes hearing.



If you could, he asks visitors to the Apple Valley Model Railroad Club exhibit at the historic depot, would you take a train to Asheville?

“Overwhelmingly, they say, ‘Yes, absolutely.’ I’m telling you, I am getting a lot of enthusiastic response to this,” Morton told the Seventh Avenue Advisory Committee on Monday night.

Morton knows that the threshold question is the same one that supporters of a rail-to-trail project must get answered. Would the owner of the tracks, Blue Ridge Southern Railroad, allow a use other than its sole stock-in-trade — freight service? When Morton put that question to Darl Farris, general manager of the Blue Ridge operation, he didn’t get a no.

Farris’s answer, Morton said, was: “We wouldn’t be averse to thinking about passenger service.”

“A green light went off in my head” and he started seriously pursuing a push for Hendersonville-to-Asheville passenger service.

Morton, who is president has taken on the sales job practically fulltime. He’s made presentations to the city’s Downtown Advisory Committee and the Western North Carolina Rail Committee and talked to officials in the rail division of the NCDOT.

“I’m doing one tomorrow for the Asheville Multimodal Transportation Commission and I’m doing one for the Tourism Development Authority. Those are the ones that I have scheduled so far.”

Kansas-based Watco Transportation Services, one of the largest short line operators, in the U.S., bought 92 miles of track from Norfolk Southern in 2014. The Blue Ridge Southern Railroad reaches as far west as Dillsboro. The southern-most point is East Flat Rock. Although he did not sound like he was ready to start boarding passengers, Farris did not completely dismiss the idea either.

“I talked to Larry a little bit about his ideas,” he said. “I have not had an opportunity really to listen to all of his ideas. Watco is a freight railroad. Our business is freight. But at the same time we’ve got business-minded people that are willing to listen if there’s a business model out there that might fit and might be mutually beneficial. We are a growing company and we’re aggressively looking for business opportunities.”

Morton appeared before the Seventh Avenue Advisory Committee, which oversees improvement in the historic district, in part because he wanted to warn the group to make sure Maple Street improvements don’t interfere with the needs of a passenger excursion train.

“In your plans to do Maple Street I would hate to see you do something and we wind up with a passenger train coming through here where you would have to rip up what you’ve built because of parking,” he said.

He said it wouldn’t be practical to use the depot for boarding because it contains the model railroad exhibit. He envisions instead

a shelter for passengers and he said Farris was receptive to the idea.

“When we talked about this I asked him, ‘Would you be opposed to us building passenger shelters on your right of way?’ He said, ‘No, not at all.’”

Morton’s idea would be to have morning and afternoon trips Wednesday through Saturday, with stops on Seventh Avenue and Biltmore Village. One of his ideas is that the train conductor would notify the Biltmore Estate of how many passengers were on board with plans to visit the attraction so Biltmore could send a shuttle. The class 2 track between the two cities allows passenger trains to travel up to 30 mph — faster than driving, Morton said, adding, “I timed it.”

“Asheville and Hendersonville are big tourist towns,” he said. When he pitched the idea to Henderson County Tourism Development Authority executives, they were “crazy about it,” he said. “Everybody I’m talking to is wildly enthusiastic to get this done.”

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NO Member Photos this month. C’mon folks. Send me photos of those train projects you’ve been working on over the winter or any photo you may have of railroad interest.

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Videos of Interest:

Union Pacific 844 Northern Type built in 1944. FEF-3 Class 4-8-4. Eastbound from The Dalles to somewhere near Boardman. This was originally almost one continuous pacing shot from near the Dalles to John Day. Awesome seeing those massive driving rods spin those Drivers.



<https://www.youtube.com/watch?v=ZjWBw4tZUO4>

Rare locomotives meet on the Western Maryland
An Alco FA, and a BL-2 pass a EMD F A/B unit. Love those air horns!

<https://www.youtube.com/watch?v=y9w2MLRKe9o>

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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 on Earth is a Date Nail?

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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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Trivia Answer: Brief history of date nails



Western Europe suffered a timber shortage much earlier than North America, which is why railroads in France, England, and Germany were chemically treating ties long before companies here. Date nails were in use in France by 1870, possibly as early as 1859. Wherever treated ties come into use, date nails are not far behind. Railroads need a way to monitor their investment in treating, and date nails became the most common method of this record keeping.

When North American railroads began to experiment with treated ties in the second half of the 1800's, it was not known which chemicals, treatment methods, or woods were most economical. They needed some method of keeping track of the lives of ties, so like their European counterparts, they decided to mark them. Early methods included:

- Stamping the date in the end of the tie (Central RR of New Jersey 1875, Santa Fe 1885, Southern Pacific 1887, Rock Island 1895, etc.)
- Brass tags (Santa Fe test sections, 1881-1882)
- Notching ties (Allegheny Valley 1883, other lines beginning ca. 1900)

By the late 1800's American railroads settled on the use of date nails. The oldest known North American date nail is a 97 from the Mississippi River & Bonne Terre. It was in 1899 that major railroads began using nails to date ties with nails: that year the Chicago & Eastern Illinois, the Great Northern, the Chicago, Burlington & Quincy, and the Pittsburgh & Lake Erie began nail use. Others soon followed.

By the 1920's nail use was the norm. It peaked in the early 1930's with over a hundred different railroads using date nails in 1931. The depression, then the second world war adversely affected nail use, and from 1950 to 1970 the number of railroads using date nails steadily declined so that for the past thirty years virtually no railroad has used them. The newest date nail in a tie in North America is an aluminum 01 (2001) from a U.S. Navy track in New Jersey (thanks to George Oliva for tracking this down). The decline in the use of date nails can be attributed mainly to two things: the perfection of treatment techniques, and to the reliance of stamps in the ends of the ties for records.

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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 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

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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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