

PGRS TRACKIN'

Newsletter of the Piedmont Garden Railway Society

January 2019

Editor: Scott Williams



Happy New Year!!! No barbequing December 9th at my place.

Well, the holiday season has been mostly pleasant this year. We got our first big snow after the first week of December but then also some nice warmer days in mid-December too. But then, rain. **A lot of rain.** Meeting or beating annual precipitation records all the way back to the late 1800's. The snow ranged from as little as 5" in some areas of the region to as much as 18" in others. A few club members sent the editor some photos of the white stuff covering their garden layouts.

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Some club members could've used a visit from this beast during the snowstorm:

<https://www.wimp.com/the-largest-snow-blower-in-the-world/>

UP 4141 honors President George H.W. Bush [article from Railway Age.]



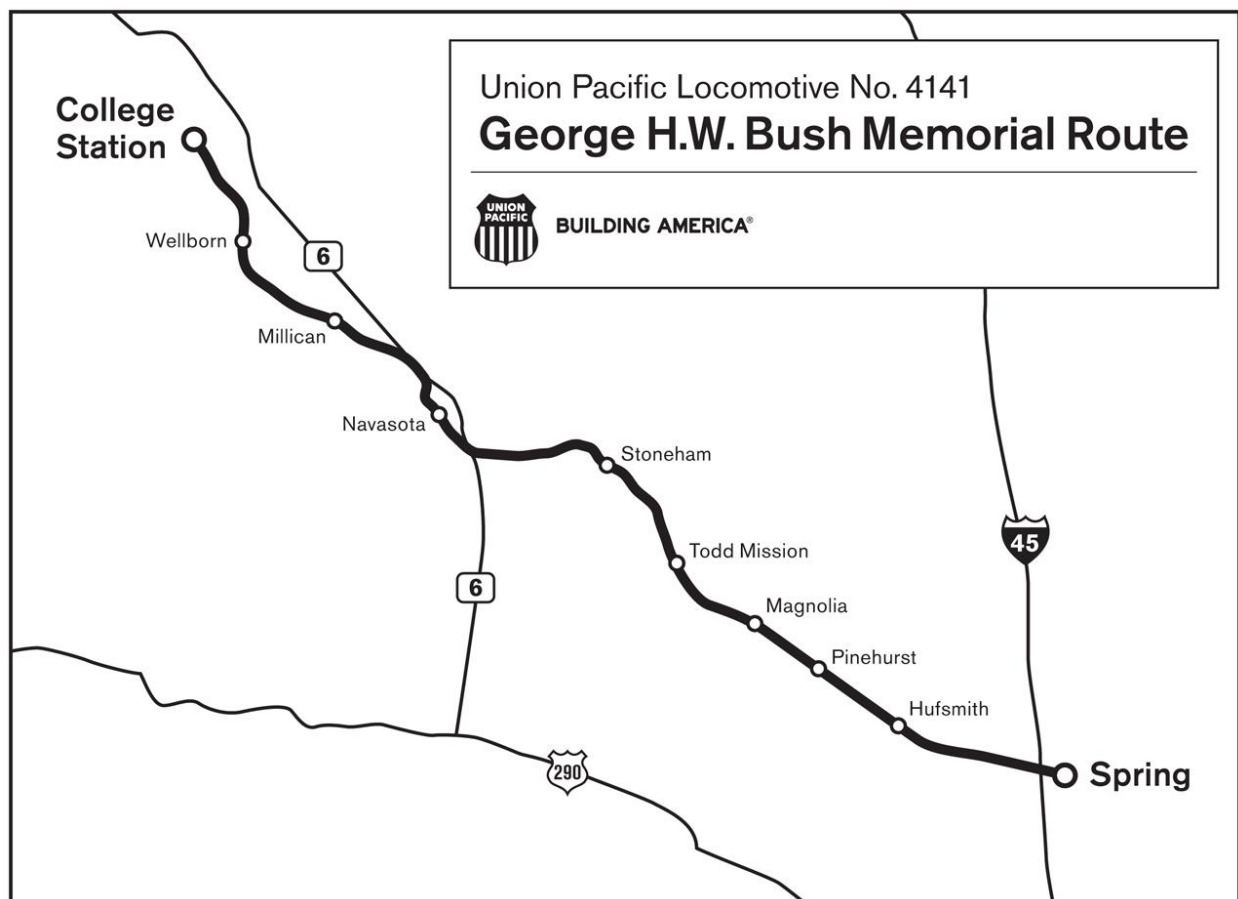
Union Pacific on Dec. 6 will participate in the funeral procession for President George H.W. Bush with a special funeral train powered by SD70ACe 4141, whose paint scheme honors the 41st U.S. President. The train will leave UP's Westfield Auto Facility at 1:00 p.m. and is scheduled to arrive at College Station, Tex. at Bush's final resting place at his Presidential Library, across from Kyle Field at 3:25 p.m.

UP 4141 George Bush Locomotive was unveiled Oct. 18, 2005, during a ceremony near the George Bush Presidential Library and Museum on the Texas A&M University campus in College Station, Tex. This marked only the sixth time that Union Pacific painted a locomotive in colors other than the traditional UP "Armour Yellow."



The custom-painted locomotive incorporates the colors of the Air Force One 747 used during Bush's presidency "and symbolizes national pride and strength," UP said. "It bears the number 4141 in honor of the 41st President. The locomotive's rear panel features elements from Air Force One's wings and tail, including the American flag and sweeping lines of forward motion, representing progress.

"Since production, UP 4141 has delivered shipments across all 23 states served by Union Pacific. The powerful locomotive continues to lead the way today, a fitting tribute to celebrate President Bush's lifelong service to our country."



The rail route from Spring, Texas, to College Station is approximately 70 miles long and takes about 2½ hours to travel.

* An old AP article that ran in 2005 when the diesel was unveiled to the President stated the President was fascinated with the mechanics of the engine and inquired if he might be allowed to operate it. After some brief training and under the supervision of the engineer the former President operated the locomotive for about 2 miles."

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PGRS Spring Trainfest!!

It's time for us to think about our upcoming Spring Trainfest. The Board of Directors are busily discussing where to have it and what to present at our next big Springtime meetup. If you have some ideas for the Trainfest please write our club President Bill Huntman and share them with the Board of Directors: whunteman@gmail.com

Trivia Question: Ever heard of Henry Huttleston Rogers? Yeah, me neither. But if so what did he have to do with the railroad business near our region?

H.H.Rogers, born in 1840, made his fortune in the oil refining industry and rose to a high position in Standard Oil and later rose to prominence in oil, copper, steel, banking and railroads. What railroad is he associated with?

Member Photos:

Fran Monahan was temporarily on hiatus from running trains outdoors. Luckily, he has the O gauge trains to play with indoors in his garage.



Randy and Kathy Theis were deeply snowed in up on their mountain near Brevard. His fancy snowplow had its work cut out for it with 30 scale feet of snow to push. Yikes!





The Editor [me], bought an LGB Mogul from our late club member Tony Potter's collection last year. It was one of the very early models that had plastic 'brass looking' boiler grab rails and stanchions formed in one piece. Those early rails warped and deformed and looked like limp, brass, spaghetti noodles. Later models came with plastic stanchions and metal grabrails. I searched on line to possibly buy those as replacements but that would have cost me over 100 dollars!!

Instead, I popped off the railings and cut the warped rails from the stanchions with an x-acto saw and drilled the original stanchions out by hand with a pin vise drill and inserted .055 music wire I purchased at Hobby Town for 2 dollars and 34 cents and...**Voila'**. Now your eye doesn't go straight to those warped railings and it looks much cleaner.

I include this as an example of the types of projects many of us do to our models in the hopes that others will share their repairs, modifications and kitbashes with other PGRS members so...

Please share your projects and send any photos you have to srwavl@outlook.com

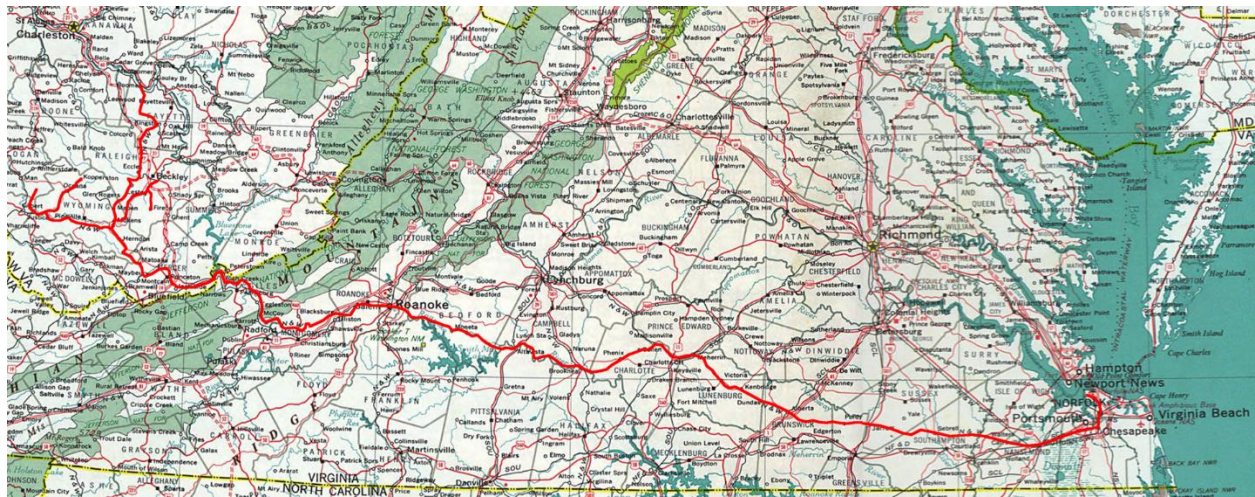
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Trivia Answer: **The Virginian**. Not familiar with that railroad? Well, initially there was a shortline logging railroad called the Deepwater Railway that operated in a very rugged area of West Virginia that had untapped coal reserves that weren't accessed by the C&O or the N&W. That railroad probably hoped initially to be bought out by one of the two bigger railroads but they both colluded to neither grant favorable connections nor buy out the railroad and starve it out. Working with William Page the engineer of the Deepwater Railway, Rogers silently backed the railroad and secretly planned a route across West Virginia, Virginia, all the way to Hampton Roads. Rogers secretly obtained the rights through his crafty dealings with leading citizens in Roanoke and Norfolk to create a direct and efficient railroad right of way across Virginia to the

coast and completed in 1909 with access to the port at Sewell's Point. This enabled the railway to directly export the smokeless bituminous coal of that West Virginian region to an eastern seaport.

It achieved best efficiencies in the mountains, rolling piedmont, and flat tidewater terrain. Known for operating some of the largest and best steam, unique electric, and diesel motive power, it was nicknamed "Richest Little Railroad in the World."

It merged in to the Norfolk & Western in 1959 and a large portion of its route remains in service to this day.





RailPictures.Net - Image Copyright © Bob Drake (Collection of Tom Sink)





Virginian heritage paint on the Norfolk & Southern at Natural Tunnel, Virginia



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Businesses associated with our club:

 <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>	 <p>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</p> <p>Email: jhh1218@att.net Phone: (828) 891-7570 Fax: (828) 890-3346</p> <p><i>Garden Railroad Design Old Trains Wanted</i></p>
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