

# PGRS TRACKIN'



## Newsletter of the Piedmont Garden Railway Society

**February 2019**

**Editor: Scott**

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**SPRING TRAINFEST 2019 is just one month away!**

The board is finalizing the program this week and the date has been set for **MARCH 16<sup>th</sup>** at the same church location we used in Hendersonville for the last Trainfest.

**This time we're really hoping to get more 'Show and Tell/ Drag and Brag' models that you've built and want to share.** Posterboards are helpful but not required if you can make something to sit near your model on the tables so folks don't think they're a door prize or a model that's for sale. Bring an example of your work be it a success, a partial success or maybe what you consider to be a mistake. After all, experience is gained from mistakes and sharing those helps everyone in the club avoid similar results so, **please bring an example of your work when you come to Trainfest.**

Bring your **for sale items and your checkbook too** as there is always good deals on the 'For Sale' tables. For example, I will be selling this Aristocraft Southern passenger car for 150 bucks O.B.O.. Much less than ebay and at Trainfest you get to inspect before you buy and no shipping either.



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Have you heard a clubmember say to you that they aren't receiving PGRS monthly newsletters? If so ask them to check their Junk or Spam email folders on their email browser, especially right around the very end or first days of the month. If you have junk mail filters turned on they look for a group email with a bunch of email addresses just like I send out our newsletters. You will have to locate one of our newsletter emails in your junk folder and then move it to your 'inbox' or click on a button that says "not spam", "not junk" etc. and after you do that once your email browser *should* know you wish to receive emails from my address. Otherwise it will just keep moving it to the junk folder each month like all the real junk it filters for you. It's good to check junk folders once in a while to see if other emails you wish to receive are being filtered out. If that's not the case, please ask them to write our Treasurer [docwatson@morrisbb.net](mailto:docwatson@morrisbb.net) to check to see if we have the correct email address in our files.

Thanks, the Editor.

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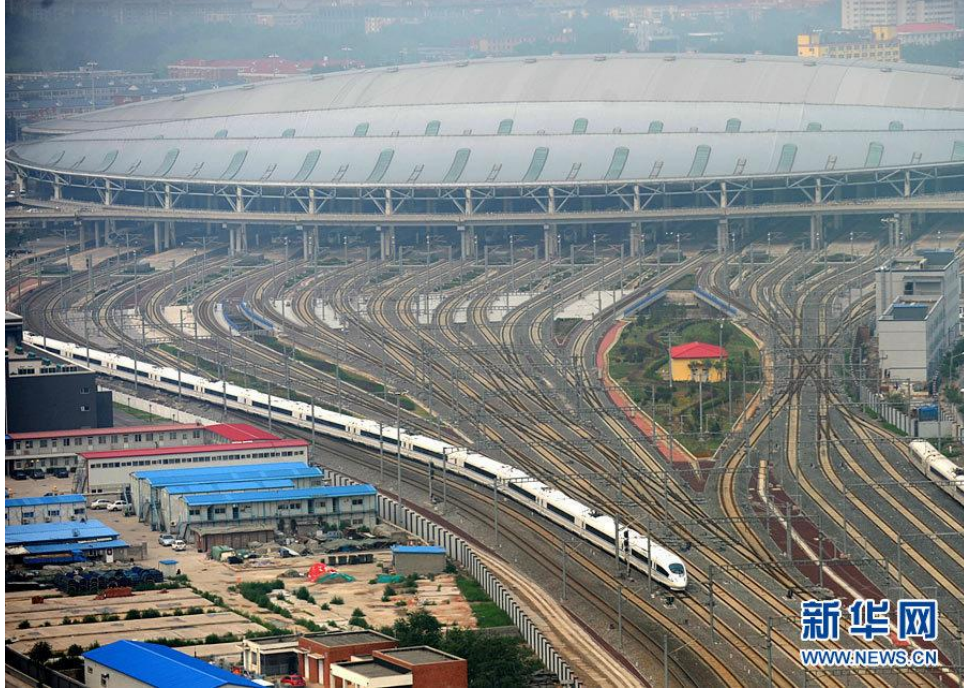
## ***New Beijing-Shanghai Express***

### **TRAIN LINK FROM BEIJING TO SHANGHAI.**



**Beijing-Shanghai high-speed rail Beijing departure station**





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**June 30, the official carrier of the first riders of the Beijing-Shanghai high-speed rail train pulled out from the Beijing South Railway Station, bound for Shanghai.**





Through the Beijing South Third Ring Road.





The crew to board the first Beijing-Shanghai high-speed rail train.











**Beijing-Shanghai high-speed rail crew staff are preparing food.**



With the design speed of 350 km, the maximum speed of 300 km initial operation is completed.

Put into trial operation of trains is divided into

first-class car, second-class cars, dining cars, business cars and VIP tourist area.

To meet the special requirements of passengers,

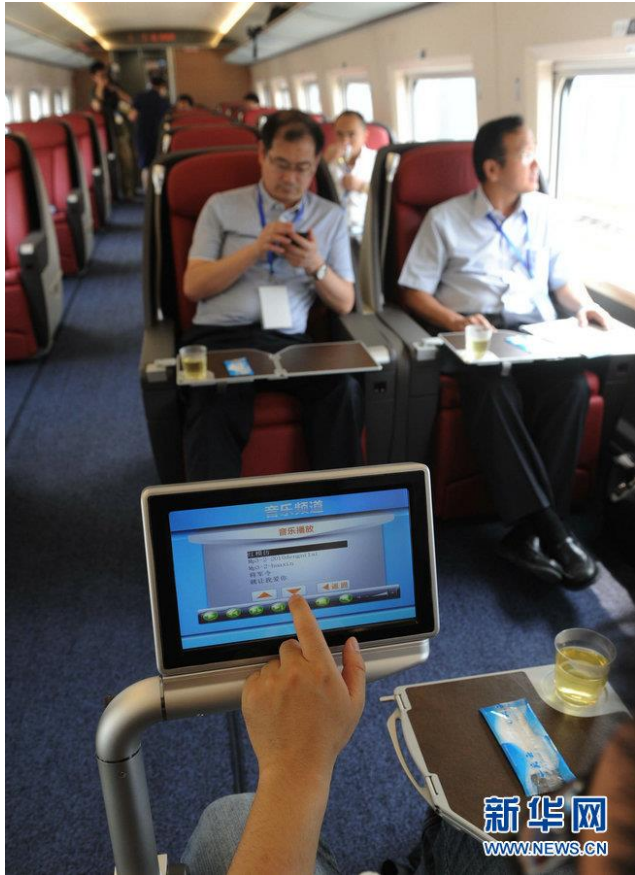
there are dedicated disabled riding area, wheelchair accessible bathrooms and corridors.

The initial operation, plans to open daily operations EMU trains arranged 90 pairs, the implementation speed of 300 km and 250 km running mixed mode.

Shortest time from Beijing to Shanghai for 4 hours and 48 minutes.

The full fare: second-class seat 555 yuan, 935 yuan first-class seat, seat (including tourist seats, seat first-class package) 1750 yuan.







Currently, a team of 90 conductor, 313 crew consisting of the Beijing-Shanghai high-speed rail passenger section of Shanghai crew team has been gearing up to meet the community review.

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## Upcoming Train Shows

### Central Railway Model train expo

Rock Springs Church  
207 Rock Springs Road  
Easley SC 29642

Dates: Feb 8th 1-7 & Feb 9th 10-4

### Asheville train show

WNC AG center  
Fletcher NC 28732

Dates: March 1st 12-7 & March 2nd 9-5

PGRS will have the club layout at both shows some come out and visit. Don't forget that the PGRS website also has a calendar of train events and open houses.

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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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### 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

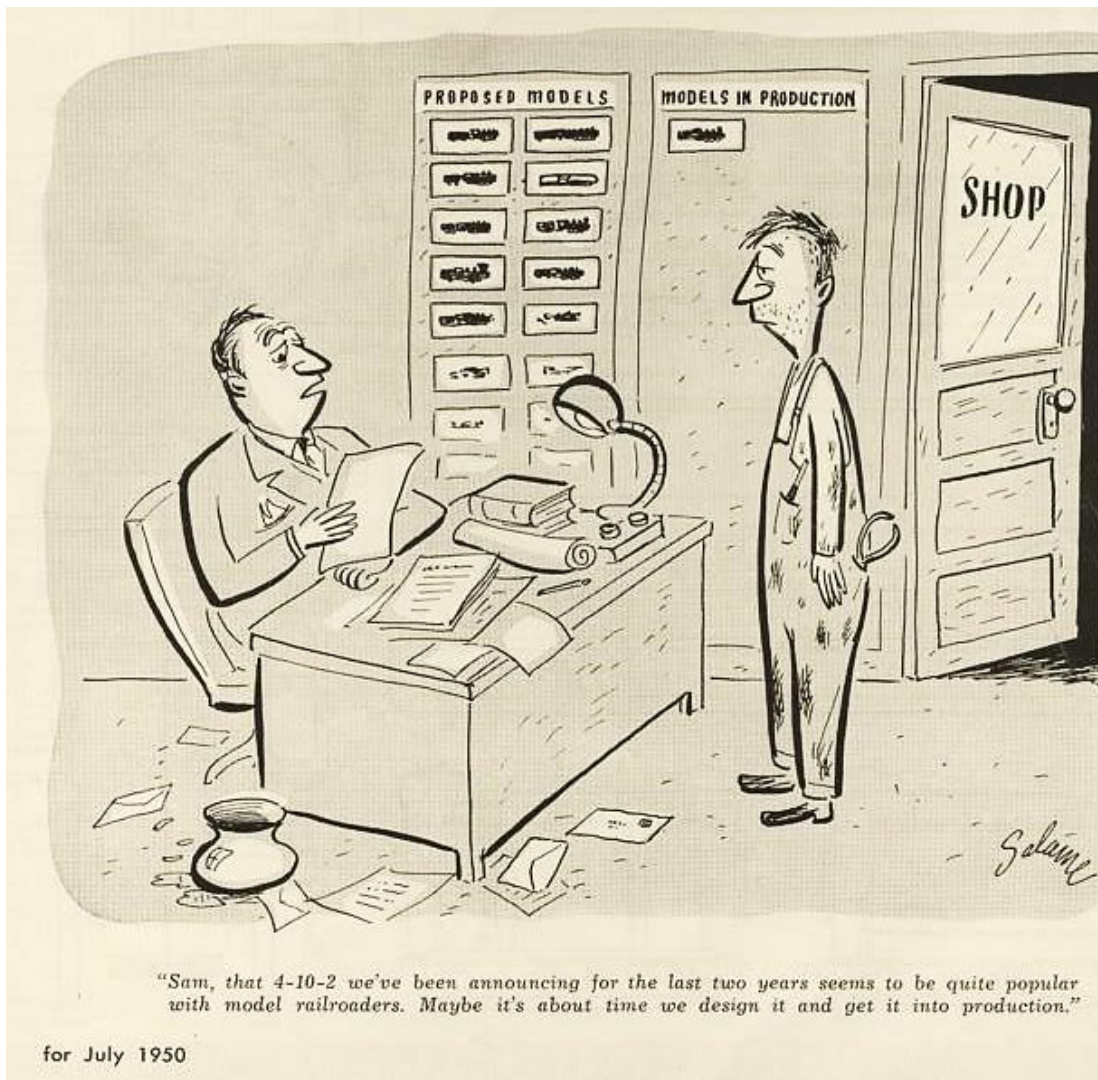
**\*\*CHANGE OF VENUE Asheville Area:** Still meeting the 4th Thursday each month at 11:30 AM but the Gondolier Restaurant in east Asheville *has closed permanently*. We will meet this coming month at **POST 25 restaurant** on Rte. 25 in Skyland, south of Asheville along the Hendersonville Highway. There is a separate room in the rear of the dining area. Contact Tim Wagner at: 828-712-9671

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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\*\* 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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**Trivia Question:** When discussing Steam Locomotives, what is meant by the term: “Fireless Cooker”?

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**Member Photos:**



Randy & Kathy Thies' bobcat keeping the varmints away.

J.R. Snider followed up last newsletter's trivia question about the Virginian with some photos of his rolling stock.





Bill Huntman sent me these photos recently and I decided to use them this issue:

“This is a work in progress. It is a WSL box car, built on their 24’ flat car frame. I used powders to weather the roof and trying chalk to weather the paint.”



## New model photos from Apple Valley Model Railroad Club



“One of our Apple Valley Railroad Club members, Sky Mayo, built a G scale wood kit that served as an “office” for our Carr Lumber Company sawmill located on our outdoor large scale railroad.

After this past December’s snowstorm I noticed that the roof of the “office” had taken a beating and saw it was in need of repair or a new roof. I noticed that the entire kit seemed to be made of very thin wood and had to wonder if it was really designed to be used for an indoor railroad only.

I decided to replace the wood roof with Ozark Miniatures 3D Veneer embossed, Mat

white, UV resistant material which comes in 15"x15" sheets. There is a big variety of siding, roofing etc. materials to pick from. I had some leftover materials from other projects and used their wood shingle material for the new roof and some sort of siding material to cover the porch. I used E6000 glue available at Lowe's to glue the material to the building. This stuff seems to hold anything to anything and has held up well outdoors on other projects.

I primed the roofs first and then used spray can paints to cover the material. I added a chimney made from Plastic tubing material. Hopefully the new roof will last many years"

We certainly hope so Terry. It looks great!



"All of the turnouts on the Apple Valley's Pisgah Valley Central railroad are manual throws. We saw that Bachmann makes a Manual Turnout Switch Stand with a Red and Green route indicator. These were easy to install and easy to operate and really looked "neat"



Apparently they looked “neat” to the visiting kids also as we found the kids throwing the switch levers to see the RED and GREEN boards rotate while their parents looked on and said “oh look at our little Johnny changing the direction of the switch”. So we had to figure out a way to cover up the Bachmann switch stands.

Our Laser Printer expert, Doug Miller, made a cover for all our switch stands so that they wouldn’t stand out so much and draw the attention of the little kids. We would then simply lift the cover off, throw the turnout lever and then replace the cover. I really missed not having the Red and Green route indicators so I mounted them on top of Doug’s covers because I thought they look “neat”. We’ll see how that works!!”



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](mailto:srwavl@outlook.com)

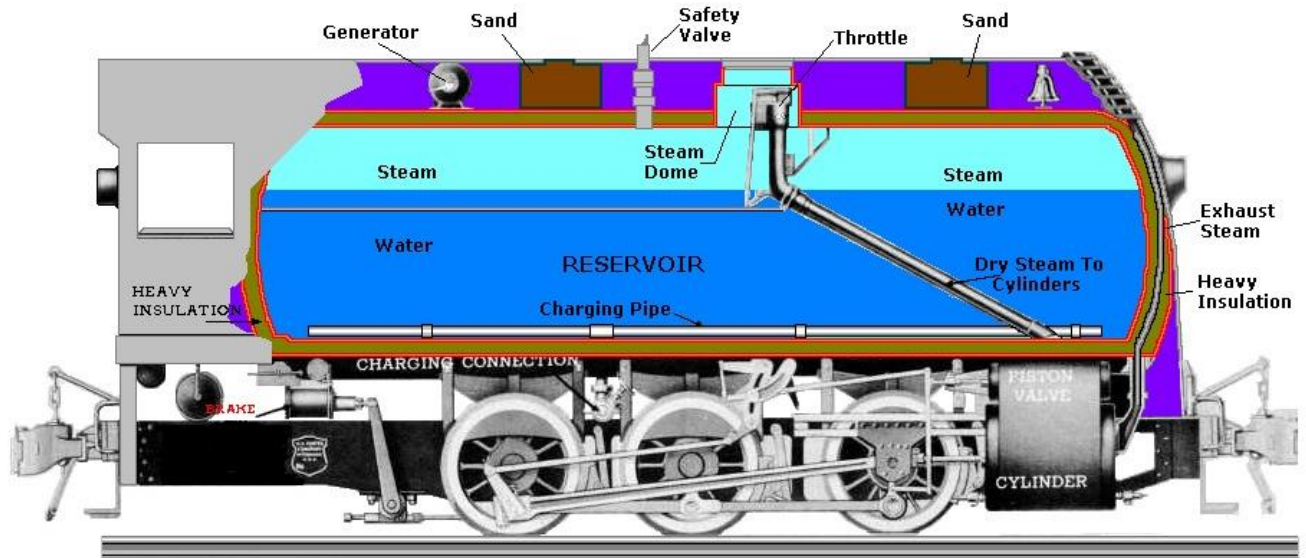
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"He claims there should be one more rivet."

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Trivia Answer: A fireless steam locomotive, a "Cooker", is similar to a conventional steam locomotive, but has a reservoir, known as a steam accumulator, instead of a boiler. This reservoir is charged with superheated water under pressure from a stationary boiler instead of steam produced by an onboard firebox like standard steam locomotives. The engine works like a conventional steam engine using the high pressure steam above the water in the accumulator. As the steam is used and pressure drops, the superheated water boils, replacing the used steam. The locomotive can work like this until the pressure has dropped to a minimum useful level or the water runs out, after which it must be recharged.



Thus named: Fireless Cooker, because it has no firebox, producing sparks, etc. like a standard steam locomotive.



Fireless Cooker, alongside a Tweetsie Alco Diesel in Elizabethton, TN.



The same engine on display in Elizabethton TN today.



The engine was used to shunt train cars around the now defunct, but once huge, Bemberg and NARC Rayon plants [above] formerly operating along the Watauga river in Elizabethton, in Carter County TN near Johnson City. These plants required a large labor force providing good paying jobs to low skilled mountain folks and the famous 'Tweetsie', ET&WNC railroad, commuted a large number of employees daily from their mountain homes down to Elizabethton.

Potential fires were of course a great concern near the Rayon plants and the Editor assumes a fireless cooker locomotive was a useful tool for moving cars in and out of the plants.





As an 'adjunct' to this answer, if you are interested in industrial history of the poorer mountain regions, the Rayon industry in particular, you may find these links enlightening. The Rayon industry chose mountain regions in the early 20<sup>th</sup> century for their abundance of two things in particular: Water and cheap non-union labor to produce 'artificial silk'. The plants in TN were owned by Germans and the plant in Enka near Asheville by a Dutch firm. Rayon was essential for parachute production and the German plants came under scrutiny especially during WWII. Interesting history:

<http://www.cartercountyhistory.com/bemberg-and-narc.html>

Rayon was also produced in Enka, near Asheville in what would become the nation's largest Rayon plant:

[https://en.wikipedia.org/wiki/American\\_Enka\\_Company](https://en.wikipedia.org/wiki/American_Enka_Company)

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### Businesses associated with our club:



**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!



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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