

Newsletter of the Piedmont Garden Railway Society

March 2019 Editor: Scott

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SPRING TRAINFEST 2019 is just 2 weeks away!

MARCH 16th

Grace Lutheran Church 1255 6th Ave. West (Route 64) Hendersonville, NC 288739

The event will run from 10:00 am until 3:00 pm at the same church location we used in Hendersonville for the last Trainfest. We have some <u>great speakers</u> lined up this time, and as always, coffee and doughnuts, door prizes, show and tell, items for sale and lunch provided. Dues are due and still 20 dollars and Don Watson will be there if you would like to pay him at the meeting.

This time we're really hoping to get more 'Show and Tell/ Drag and Brag' models that you've built and want to share so please bring an example of your work when you come to Trainfest.

Bring your '<u>for sale' items and your checkbook too</u> as there is always good deals on the 'For Sale' tables.

**We've already got some good door prize donations but if you have a quality item[s] that you would like to see find a good home with a fellow PGRS member then by all means, bring it with you.

As always, an RSVP will be helpful to those who are planning the event and refreshments. RSVP to our Secretary Don Watson docwatson@morrisbb.net

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Link to a good article at G Scale Graphics on how to build a trailing battery/sound car:

https://www.gscalegraphics.net/uploads/2/5/7/7/25776635/build_a_trail_car.pdf

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Field trip:

We've been discussing taking field trips as a club. Setting aside a date where fellow club members might congregate at a destination on a weekend to enjoy the comradery of the club at locations of local interest to railroad enthusiasts. One of the suggested destinations is the model train club in Johnson City TN at the ETSU campus which is about an hour north of Asheville. There is a club there called the Mountain Empire Model Railroad club at the George L. Carter Railroad museum. They are located on the ETSU campus in Johnson City and they have a fine model train exhibit. [see link below]

https://www.etsu.edu/railroad/

Johnson City was a hub of railroad activity and the town probably owes its existence to the railroad industry as the founding fathers recognized the area with it's abundance of spring water and fertile soil at the base of the ore and timber rich mountains was a fine future intersection of rail activity to connect themselves with external markets and in the 19th century enterprising individuals built water towers and hotels to make the area a stop along the rail routes and later large luxurious hotels were constructed and recognized as some of the finer stops in the south along the lines. The University where the train club is housed is adjacent to the part of town where the Southern RR, The Clinchfield RR, and the ET&WNC narrow gauge RR all intersected.

We will let you know if we plan to visit Johnson City and give you plenty of time to 'ink' that in to your future schedules. We think it would be a very fun day as the area adjacent also has good restaurants and a brewery in the old ET&WNC railroad station.

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<u>Awesome Large Scale Railroad Video</u>. Click on this link and click 'Skip Ad' for the video:

https://www.youtube.com/watch?v=YkhDEnRkzj4oo-OOO-oo

Upcoming Train Shows

Asheville Model Train Show, Mar 1st & 2nd

Western North Carolina Ag Center

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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 Lovers 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 <u>has closed permanently</u>. We will meet this coming month at <u>POST 25 restaurant</u> 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 for more info.

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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2005 UP derailment Mira Loma CA GM plant

Oops! I thought you set the brakes. The front stairs are temporarily out of order.

More on the Virginian Railroad

The last newsletter, or I forget, maybe the newsletter before, I got started on discussing the **Vigninian** railroad which was noted for its direct route to the coast as well as its powerful and unique electric Locomotives but here's another neat vignette on their steam locomotives. <u>Check</u> this out:



The Heaviest Locomotive in Existence-Built for the Virginian by the American Locomotive Company

A 2-10-10 2 Alco. Ain't that a Daisy? Hoowee Boy, now that's serious Steam Locomotive!!

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Trivia Question: Last newsletter we discussed the fireless <u>steam</u> locomotive which had its application for industrial uses where you wouldn't want flame or sparks near flammable or potentially explosive industrial sites. Were there other alternatives to steam locomotives that might have been useful in confined, potentially explosive environments, like in mine shafts or chemical plants?

Don't scratch the paint!!



Tight fit! WVC 67 enters daylight again as it exits the south portal of the Kelly Mtn Tunnel with a short train of stone cars bound for the GC&E Subdivision on the former Western Maryland Railway. January 2007 **Railroad:** <u>West Virginia Central Railroad</u> **Locomotive:** <u>EMD FP7</u> **Location:** <u>Near Elkins, West Virginia, USA</u>

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Member Photos:

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: <u>srwavl@outlook.com</u>

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Trivia Answer: How about 'Compressed Air Locomotives'? As far back as the turn of the 19th century the concept of operating locomotives or road going vehicles using compressed air was discussed. The first air powered rail vehicle that is known to have actually been built was constructed by M. Antoine Andraud and Tessie du Motay (full name Cyprien-Marie Tessie Du Motay) in 1839 at the Chaillot Coachworks in Paris, France; it was tested on Thursday 9th July 1840.



FIG. 3 .- ANDRAUD AND TESSIÉ DU MOTAY, 1840,

In 1844 M. Andraud built a 2-2-2 locomotive weighing five tons, with a single rivetted air tank holding 106 cubic feet of air at 300 psi. It was first tested on Saturday 21st September 1844 on the Versailles Left Bank track where it covered a two mile return journey at a speed of between 17 and 20 mph.



Fig. 16 bis. Locomotive à nir comprimé de M. Andraud.

Arthur Parsey also designed compressed air locomotives in England at about the same time. This model was built for patent purposes but no record of its being used exists.



The Swiss did build and use a compressed air loco in the Saint Gotthard tunnel where the use of steam or horse drawn carriages was unfeasible.





This photo shows a supplemental trailing car of compressed air being towed by the locomotive.

In 1878 the Second Avenue Railroad of New York City tested and then operated for a period in 1879, five tramcars built by the Pneumatic Tramway Engine Company. They were designed by Robert Hardie, who had General Herman Haupt, a civil engineer, as an enthusiastic backer.



Locomotive à nir comprimé. --- Chemms de far nériens de New-York.

Numerous other variations for tram railways were experimented with in around that time period.

In 1908 the H.K.Porter company bought the patents to Charles Hodges' designs and built compressed air locomotives for use in Mining applications from 1896 to 1930. In 1910 Porter had 90% of the market. They were used extensively in gassy mines where

explosions were an ever-present danger. No doubt the cold exhaust air was welcome to supplement the mine ventilation.



End View.

Fig. 110. Side View, and End View (at larger scale), of Compressed Air Locomotive. Compound type. The air, as it leaves the high-pressure cylinder at a very low tempera ture, passes through an atmospheric interheater before reaching the low pressure cylinder. By actual tests, this gives an increase in efficiency over the simple-acting locomotive of 50-65 per cent. H. K. Porter Co., Pittsburg, Pa,





ILLUSTRATION No. 100, CLASS B-PPP AND B-PP

More robust, triple tank engines were later developed by H.K. Porter for 'above ground' use where fire powered steam locomotives would have been dangerous.

AIR LOCOMOTIVES WITH TENDERS



ILLUSTRATION No. 104, CLASS B-P-T

With cab. for surface handage at powder works, for extra long hand where conditions require lightweight equipment.

For more confined tunnels a trailing tank car was designed and used.





The Baldwin Locomotive Works also built compressed air locomotives as in these two examples [above]



This example in a German mine was in use in the early 1950's.

"ON THE COMPRESSION OF AIR

It is a sad fact of life that all the heat generated when compressing air is lost, and cannot be reclaimed. The energy required can however be reduced by doing the compressing in two or more stages, with cooling of the air between stages. According to Porter's book, (1914) multistage compression came into general use around 1890, and compressors for charging locomotives used three or four stages with inter cooling. This was said to reduce the heat losses from 96% to 17%, assuming isothermal compression."

http://douglas-self.com/MUSEUM/LOCOLOCO/airloco/airloco.htm

Businesses associated with our club:



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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