

PGRS TRACKIN'



Newsletter of the Piedmont Garden Railway Society

May 2019

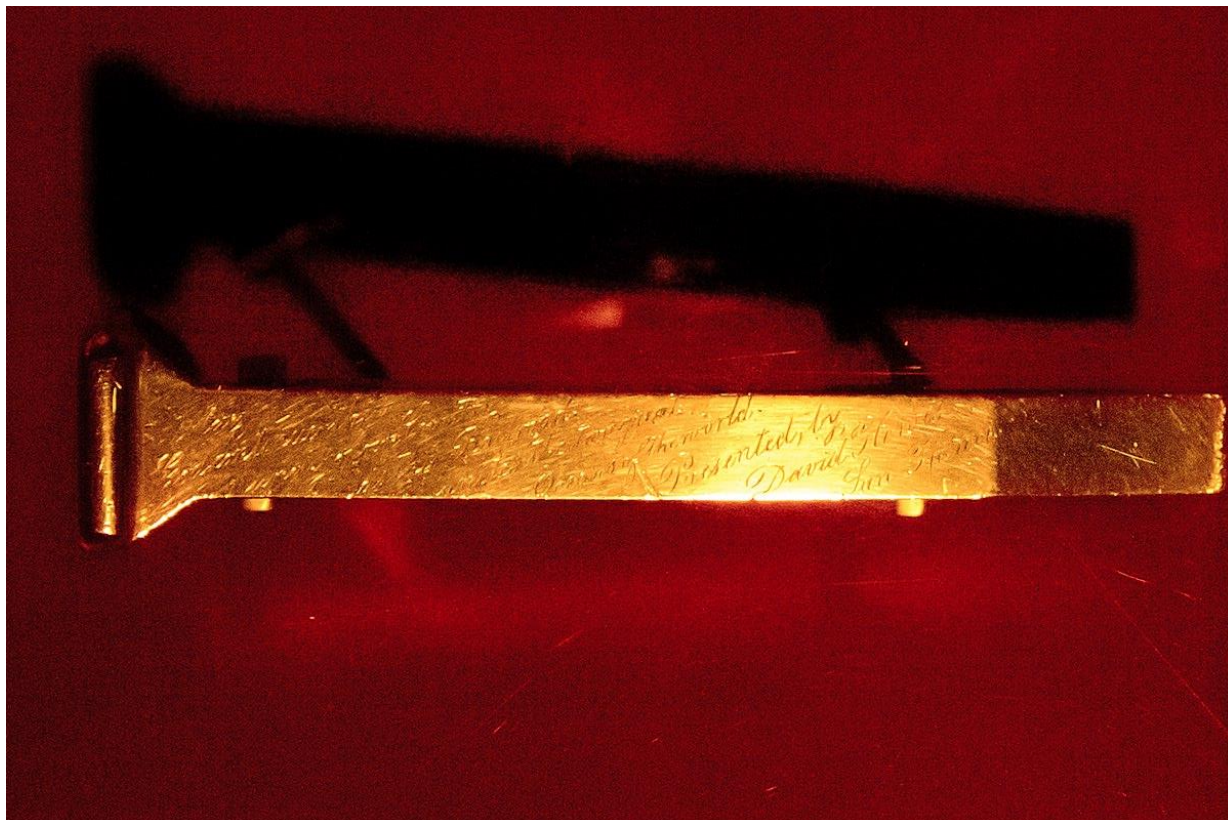
Editor: Scott Williams

Dues are passed due so this will be the last newsletter and open house invites until Doc has received your annual 20 dollars. Thanks!

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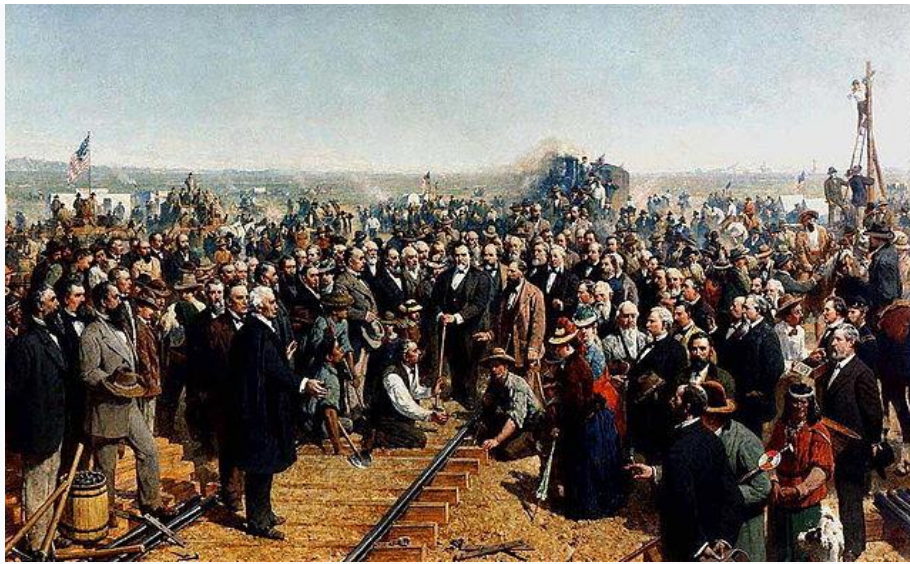
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The **golden spike** (also known as **The Last Spike**) is the ceremonial 17.6-karat gold final spike driven by Leland Stanford to join the rails of the First Transcontinental Railroad across the United States connecting the Central Pacific and Union Pacific railroads on **May 10, 1869**, at Promontory Summit, Utah Territory. The term *last spike* has been used to refer to one driven at the usually ceremonial completion of any new railroad construction projects, particularly those in which construction is undertaken from two disparate origins towards a meeting point. The spike is now displayed in the Cantor Arts Center at Stanford University.

Completing the last link in the transcontinental railroad with a spike of gold was the brainchild of David Hewes, a San Francisco financier and contractor. The spike had been manufactured earlier that year especially for the event by the William T. Garrett Foundry in San Francisco. Two of the sides were engraved with the names of the railroad officers and directors. A special tie of polished California laurel was chosen to complete the line where the spike would be driven. The ceremony was originally to be held on May 8, 1869 (the date actually engraved on the spike), but it was postponed two days because of bad weather and a labor dispute that delayed the arrival of the Union Pacific side of the rail line.



The Last Spike (1881) by Thomas Hill

On May 10, in anticipation of the ceremony, Union Pacific No. 119 and Central Pacific No. 60 (better known as the *Jupiter*) locomotives were drawn up face-to-face on Promontory Summit. It is unknown how many people attended the event; estimates run from as low as 500 to as many as 3,000; government and railroad officials and track workers were present to witness the event. Before the last spike was driven, three other commemorative spikes, presented on behalf of the other three members of the Central Pacific's Big Four who did not attend the ceremony, had been driven in the pre-bored laurel tie:

- a second, lower-quality gold spike, supplied by the *San Francisco News Letter* was made of \$200 worth of gold and inscribed: *With this spike the San Francisco News Letter offers its homage to the great work which has joined the Atlantic and Pacific Oceans.*
- a silver spike, supplied by the State of Nevada; forged, rather than cast, of 25 troy ounces (780 g) of unpolished silver.
- a blended iron, silver and gold spike, supplied by the Arizona Territory, engraved: *Ribbed with iron clad in silver and crowned with gold Arizona presents her offering to the enterprise that has banded a continent and dictated a pathway to commerce.* This spike was given to Union Pacific President Oliver Ames following the ceremony. It is on display at the Union Pacific Railroad Museum in Council Bluffs, Iowa.



Taken from this Wikipedia article. More info available at this link:

https://en.wikipedia.org/wiki/Golden_spike

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Historic Spencer Shops Train Show, May 18th from 9 to 5, and May 19th from Noon to 5.

<https://www.nctrans.org/Events/NTD.aspx>

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MEMBER PHOTOS

Pete Gendron shared info on this topic:



Landrum- The car was built around October 1949, is made of stainless steel and is 85 feet long, 10 feet wide and 13 feet tall. It's a Pullman 10-6 sleeper (10 roomettes for one person and six bedrooms for two persons). It is one of 24 cars named after Southern rivers. This particular car was numbered 2008 and named "Pacolet River."

The car served rail lines between New York and New Orleans and other Southern lines, traveling from Spartanburg through Landrum, on its way to Asheville. In 1971, Amtrak purchased the car from Southern Railway and it traveled around the country until, in 1985, it was taken out of service and stored in New Orleans.

The state of Georgia purchased Pacolet River and shipped it to Atlanta with the intention of converting it to a coach for use in an excursion train around the city. The excursion train project did not develop, and the car was sold at auction in 1995.

The current owner, who is donating the car to Landrum, purchased it at the auction and brought it to the Tennessee Central Railway Museum. Around 2014, Pacolet River operated as part of an excursion train to Watertown, Tennessee, and is still in operating condition.

Joe Phillip sends us this story. Thanks!

This Could Be Your Last Chance to Ride A Steam Train on The Underground By [Will Noble](#)



Steam trains are a rare sight on London's Underground network, but they could be about to disappear for good. All the more reason to bag tickets to this event.

To mark 150 years of the District line, London Transport Museum is running steam services, with vintage coaches, between Ealing Broadway and High Street Kensington on 22 and 23 June.

Sadly, this may be the last time you can experience a train journey like this through central London — on the Underground network, at least. Modernisation of signalling will put an end to jaunts of this kind.



Forming the train is a set of vintage Chesham Jubilee and District coaches, pulled by a Met No 1 steam locomotive. The experience also allows you to mingle with Victorian characters on Ealing Broadway's platform, and listen to a brass band. Tickets are admittedly very steep, although if you follow the [timetable](#), you can at least watch this magnificent sight pass through a station. Steam trains served the District Railway when it first ran services between South Kensington and Westminster on Christmas Eve, 1868.

Heritage rides take place 22-23 June 2019. Tickets, £150-£180, [on sale now](#)



As of mid-April I have connected the outside loop of my layout and I'm in the process of placing gray stained 5/4 x 6" treated decking boards under the track. I will level the roadbed by using bricks and also different thickness of treated lumber, i.e. 1" fence boards, 5/4" deck boards and 2 x 4 blocks as my yard is deceptively uneven throughout and rises and falls ever foot or so. Hopefully as the material dips or warps I can adjust it with wedges and blocks to keep it reasonably level. If any of the deck boards really goes 'wonky' on me I'm hoping the coated screws I have connected the sections with will be able to be backed out of the boards and a replacement board inserted in its place. Another reason I went this route other than not being too terribly expensive to construct is that it should also be very easy to 'de-construct' it when I wish to sell the home. Work in progress.

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
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Trivia Question: What was the name of the heavy electric Interurban Railway that operated near our region of North and South Carolina made up of two separate sections and was bought around 1910 by James Buchanan Duke of Duke Power?

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Big Train Show @ George L. Carter Railroad Museum

ETSU Campus Mini-Dome, Johnson City TN

Friday May 31st Noon to 6 p.m. & Saturday June 1st 10:00 to 4 p.m.

Nice train show, great space with cushioned floors.

I will try to get there about Noon on Friday to see best selection and then go a block up the street afterwards to the former and historic ET&WNC train station, now home to Yee Haw brewing and White Duck Taco for a beer and some great tacos if anyone cares to join me.

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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.

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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 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 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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Trivia Answer: Taken from Wikipedia,



The **Piedmont & Northern Railway** (reporting mark **PN**) was a heavy electric interurban company operating over two disconnected divisions in North and South Carolina. Tracks spanned 128 miles (206 km) total between the two segments, with the northern division running 24 miles (39 km) from Charlotte, to Gastonia, North Carolina, including a three-mile (5 km) spur to Belmont. The southern division main line ran 89 miles (143 km) from Greenwood to Spartanburg, South Carolina, with a 12 mi (19 km) spur to Anderson. Initially the railroad was electrified at 1500 volts DC, however, much of the electrification was abandoned when dieselisation was completed in 1954.

Unlike similar interurban systems the Piedmont & Northern survived the Great Depression and was later absorbed into the Seaboard Coast Line Railroad in 1969. Although part of the railroad was abandoned between Greenwood and Honea Path and Belton to Anderson, much of the original system exists today as shortlines. Once part of CSX, it is now owned by the North Carolina Department of Transportation, which awarded a contract in May 2010 to Patriot Rail Corporation to restore the track and operate trains along the 12 miles (19 km) line.

In court cases and appeals in the 1930s the Southern RR and other entities successfully blocked Duke's dream of connecting the two separate sections in to one large railroad which he hoped would someday run from Atlanta to Winston-Salem.

You can read more on the P&N here at Wikipedia:

https://en.wikipedia.org/wiki/Piedmont_and_Northern_Railway



Piedmont & Northern 5600 at Lowell, NC, 1945

by Steve Meyers





RailPictures.Net - Image Copyright © Tom Sink



P&N Alco 420 in 1968

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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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