

PGRS TRACKIN'

Newsletter of the Piedmont Garden Railway Society

September 2019

Editor: Scott Williams



Bill Huntman shares this 1906 photo of an early Shay. Thanks Bill!

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Fall Train Fest has been scheduled for OCTOBER the 19th!! Mark It on your Calendars.

Jim Hendley has booked that date at the church social room in Hendersonville that we have used the last several meetings. We explored other locations in different areas but it is just such a nice venue that we feel we can't beat it. We hope you all will 'ink it' in to your social calendar and join us. This year we really want to encourage DRAG n BRAG, etc. Bring your models to show them off to club members. Of course, also, bring any train models you wish to sell to a good home.

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Les Knowles is planning to host an OPEN HOUSE on September 28th since last year he had to postpone because of weather.

Les says:

OK, so we will have it on **Saturday, September 28 from 11:00AM to 5:00PM**. This year's new features include a new sawmill with fully detailed interior and a new 50' logging branch line with a remote logging camp and facilities. **New on the locomotive roster is a live steam "West Side Lumber" style Heisler similar to the construction project I am authoring in Steam in the Garden magazine.**

Visiting power of all types is welcome and encouraged as long as it does not require track power and can negotiate 5 foot radius curves. Food and refreshments will be served so **RSVPs** to steamrocks@yahoo.com would be greatly appreciated!!!

The Rivendell & Midland is a logging/mining/common carrier railroad set in 1919. Its towns and other locations are taken from J.R.R. Tolkien's "Lord of the Rings" although it is not at all a 'whimsical' layout. It is a ground level railroad with a forest background overlooking Lake Norman. The railroad is entirely live steam powered with both rod and geared locomotives on the roster. The Rivendell & Midland is operations oriented with two yards, two turntables, and a number of additional spurs including mining spurs and two logging spurs, one of which is a recently added 50' branch line to a remote logging camp. The mainline is 103' with a 5 foot ruling radius and there are 16 turnouts. It can be operated as a continuous loop or point-to-point. There is a water feature consisting of a two-level pond and waterfall which is crossed by a 15' wooden trestle, and contains a large ore dock. The layout occupies a space approximately 40 feet square covering about half my available back yard, the rest of which is protected forest land.

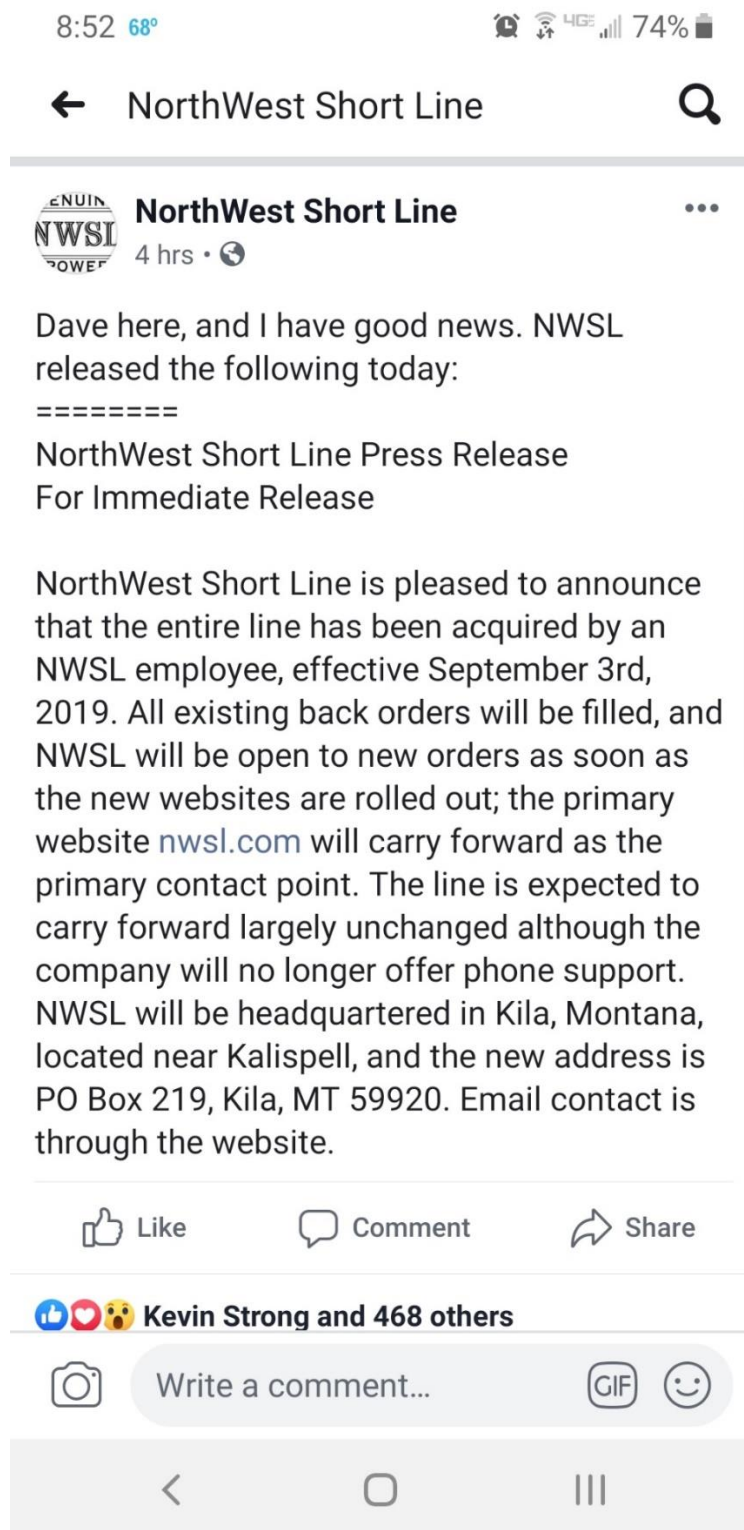
Les Knowles' contact info to send your RSVP to is: 7656 Cottonwood Dr. Denver NC

704-966-0349, or 704-682-5473, or email: steamrocks@yahoo.com

Please do not RSVP to your newsletter editors' email address. Respond directly to Les. Thanks.

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Jerry Bartle sent this screenshot from NorthWest Short Lines Facebook page:



Group gets \$6.4 million to fund potential purchase of Ecusta Trail. [from Blue Ridge Now.com]

Conserving Carolina has been awarded a \$6.4 million grant for the purchase of the rail corridor known as the **TR Line**, or Proposed Ecusta Trail.

"This is a very big next step for the Ecusta Trail," said N.C. Rep. Chuck McGrady. "There is still a lot of work to be done and a lot of processes to work through that will take time, but this is a large step forward."

On Thursday, the N.C. Department of Transportation approved the grant, with the money to go toward the potential purchase of the corridor.

Conserving Carolina, Friends of the Ecusta Trail and other partners will need to raise at least \$1.6 million to match the grant funding.

"We have been working on this project for over 10 years. In that time we have never seen a grant or funding that could be used for the acquisition of the corridor," said Ecusta board member Chris Burns. "When Chuck McGrady called several weeks ago and informed us of this potential funding source, we just had to jump on it and do all we could to make it happen." Representatives of Friends of the Ecusta Trail asked Conserving Carolina to take the lead in grant application process. Conserving Carolina submitted the grant application to NCDOT in July.

Conserving Carolina has retained appraisal and surveying contractors, and both processes are well underway along the corridor.

The proposed greenway will run from Kanuga Road in Hendersonville to the old Ecusta Plant property in Brevard, between Ecusta Road and Old Hendersonville Highway. This rail line has been inactive since the Ecusta cigarette paper plant closed its doors in 2002.

The greenway would not include one mile of the rail line from its connection near the Hendersonville City Operations Center to Kanuga Road in Hendersonville. Earlier this year, Blue Ridge Southern Railroad successfully applied to have this section of the line reactivated for service.

The company intends to use this section to "switch" rail cars that are stored along their rail line that runs along Spartanburg Highway through East Flat Rock.

Railbanking, as defined by the National Trails System Act, is a voluntary agreement between a railroad company and a trail agency to use an out-of-service rail corridor as a trail until a railroad might need the corridor again for rail service.

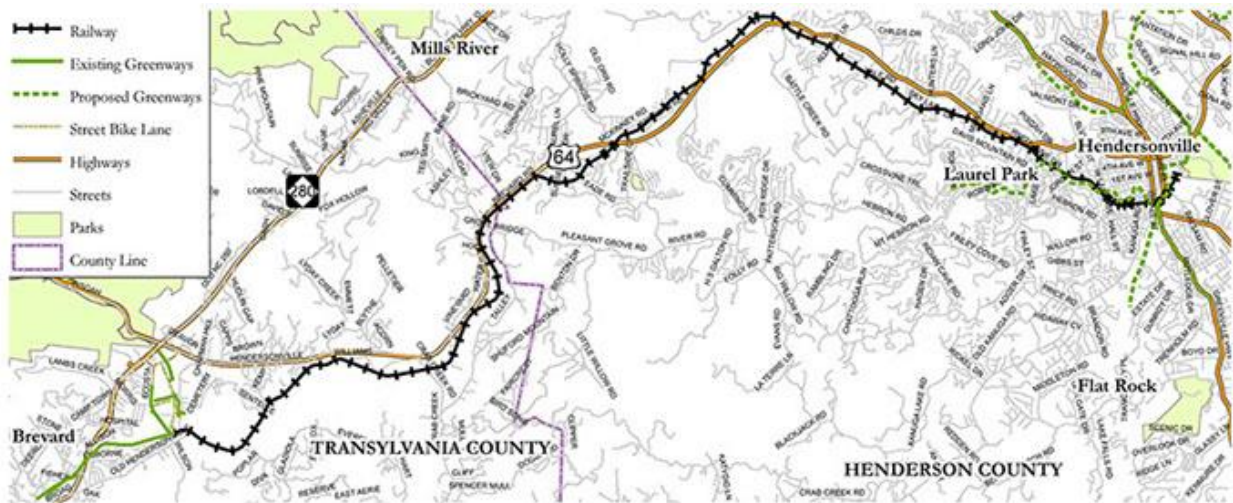
Because a railbanked corridor is not considered abandoned, it can be sold, leased or donated to a trail manager.

The railbanking provisions of the National Trails System Act as adopted by Congress in 1983 have preserved more than 4,400 miles of rail corridors in 33 states that would otherwise have been abandoned and likely, lost forever as a means of future rail service and economic development.

Friends of The Ecusta Trail was founded in 2009 as a volunteer organization to study, educate and advocate for the acquisition and development of the proposed Ecusta Trail. Their efforts over the past nine years have included garnering endorsements for the trail by the cities of Brevard and Hendersonville, the town of Laurel Park and the Henderson County commissioners in addition to nearly 50 other nonprofits and organizations throughout Western North Carolina. For more information, visit www.ecustatrail.org.

The proposed Ecusta Trail TR line

The Ecusta Trail, if it follows the current railroad bed exactly, would have a terminus in Brevard within the old Ecusta Plant property (currently referred to as the Davidson River Village property, owned by Renova). The Hendersonville terminus would be a block off of Main Street in downtown Hendersonville, where the Ecusta line spurs off near Williams St and 4th Ave. The Brevard Bike Path and Estatoe trail would connect with the Ecusta trail in the area around the old Ecusta plant and Oskar Blues brewery. The Brevard Bike Path currently runs to within a half mile of Downtown Brevard, with plans in the works to extend it to downtown and possibly Bracken Preserve near Brevard Music Center. The Estatoe trail currently carries walkers and bikers out to Davidson River Campground. The Oklawaha Trail in Hendersonville is within a few hundred yards of the Hendersonville terminus, and it runs into Jackson Park, Patton Park and the Park at Kimberly Clark (about 4 miles in total length).



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Troop Train. A Nostalgic Propaganda video produced by the U.S. Office of War Information. 1943. I include this video just as a historic vignette of our nation's history.

"Attention men, anyone I catch smoking in the berths will get KP for the whole trip!"

<https://www.bing.com/videos/search?q=troop+train+video&view=detail&mid=8D91714FA1D78557A0278D91714FA1D78557A027&FORM=VIRE>

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Update on my deck board Garden roadbed plan.

If any of you care or have been following my efforts to build a Garden Railroad using treated 5/4 deck boards in my backyard. Here's an update:



The overall layout has stayed flat and true. But! I have had one section of the inner loop...go Wonky on me. It 'humped' up and twisted slightly. No worries though as I expected and planned for this kind of activity and built it with coated screws to be able to unscrew and replace any offending section.

I removed that whole straight rail section which was easy since it just floats on top of the deck boards and I used rail clamps to hold all the track together. I unclamped each end and set it aside and I unscrewed the board that was holding the two pieces of treated decking roadbed together in the middle.

I marked two perpendicular cut lines at the worst, warped sections with a square as marked in photo and cut them with a circular saw. I then flipped the two long pieces in place so they were now bowing downwards instead of upwards. I cut two new 'foot-long' sections of treated fence board which I use for joiners and screwed the sections back together and replaced the track. Total repair time: 30 minutes.



The new joint at the far left has removed a sharp warp downwards and flipping the boards and rejoining them has removed the big hump in the middle and overall made it more level with only a minor hump still apparent.

This is still an experiment in progress in how to build a garden railroad layout 'cheaply' across an uneven yard using inexpensive treated decking boards and future modifications will surely come as the need arises. I hope this might encourage others who have not built a layout because they thought it might be cost prohibitive. For now though, this type of cheap roadbed is still working effectively for me.

I got the idea to build Large Scale roadbed out of treated lumber from the Ottawa Valley Garden Railway Society. They switched to the 2x6" decking system and I figured if it works good up in Canada's extreme conditions then 5/4 deck boards might just work well down here and so far it has. Here's a link to their track work section of their webpage:

<http://ovgrs.org/track/track-work-introduction/>

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MEMBER PHOTOS:

Sam Hopkins sends these photos of his beautiful new locos.



He recently pulled the trigger and bought this gorgeous Santa Fe Alco and the Hudson in the lower photo. You need to show them off at Apple Valley some time Sam or bring them to the Fall Trainfest Drag n' Brag please! I think you'll agree that that they are quite simply...exquisite.



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Randy Theis says:

Brevard, NC is building a multi-use Depot Building with architecture inspired by the original railroad depot. The new building will include restrooms and an open-air multi-use space designed for activities such as picnics and small gatherings. The railroad was critical for Brevard and Transylvania county. There was once a large lumber and tannin industry in the county. The railroad also serviced the Toxaway Inn on Lake Toxaway. Unfortunately, a flood washed out the dam and eliminated the lake which was the demise of the Inn. In its heyday you could ride from Asheville to Lake Toxaway, passing through Hendersonville and Brevard.

PGRS members Randy and Kathy Theis decided to donate a diorama in G scale that roughly represented a passenger train run by the Transylvania Railroad Co. It will be a static display mounted on one of the interior walls of the depot. They want to thank Bill Huntman for donating a non-operable "Annie", Terry Ketcham for painting the cars and Scott Williams for painting the engine and tender and installing decals. It will be mounted on an 8' piece of weathered track.

Brevard is selling engraved bricks for \$100 each to help finance the project. If you are interested in purchasing one, go to Cityofbrevard.org.

Attached are some pictures of the train on Randy and Kathy's outdoor layout.





Jerry Bartle discovered this nostalgic gem on line:

MOUNTAIN EXCURSION

TO

Western North Carolina

"LAND OF THE SKY" AND "SAPPHIRE COUNTRY"

VIA

SOUTHERN RAILWAY

Premier Carrier of the South

Thursday, July 10th, 1913

ROUND TRIP FARES:

\$6.⁰⁰

From ATLANTA

\$7.⁵⁰

From

(Columbus
Flovilla
Griffin
Jackson
Macon
Woodbury)

To

Asheville, N. C.
Black Mount'n, N. C.
Brevard, N. C.
Hendersonville, N. C.
Hot Springs, N. C.
Lake Toxaway, N. C.
Ridgecrest, N. C.
Saluda, N. C.
Tryon, N. C.
Waynesville, N. C.

ALL TICKETS LIMITED TO JULY 20TH, 1913

SPECIAL TRAIN:

Leave Atlanta 8:05 a. m.

Arrive Asheville 6:30 p. m.

Pullman Parlor Cars-Coaches-Dining Car

REGULAR TRAIN:

Leave Atlanta 8:45 p. m.

Arrive Asheville 7:00 a. m.

Ar. Lake Toxaway 8:10 a. m.

Through Pullman Sleeping Cars

TICKETS HONORED ON ALL REGULAR AND SPECIAL TRAINS

For Further Information Ask Your Ticket Agent or Address

P. N. ESTES,
C. P. & T. A., Columbus, Ga.

R. L. BAYLOR,
D. P. A., Atlanta, Ga.

J. S. BLOODWORTH,
T. P. A., Macon, Ga.

J. L. MEEK,
A. G. P. A., Atlanta, Ga.



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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 viewing it.

Send your input to: srwavl@outlook.com

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Trivia Question: What do model trains, breakfast cereal, flour, corn chips, salsa, yogurt and Betty Crocker all have in common?

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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 [Rural Seed](#), 322 E Mills St. In [Columbus, NC](#) @ 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

Meeting the 4th Thursday each month at 11:30 AM 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. Track power, battery and live steam are all welcomed to run on their beautiful layout.**

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Trivia Answer: Lionel, LLC is an American designer and importer of toy trains and model railroads that is headquartered in Concord, North Carolina. Its roots lie in the 1969 purchase of the Lionel product line from the Lionel Corporation by cereal conglomerate **General Mills** and subsequent purchase in 1986 by businessman Richard P. Kughn forming Lionel Trains, Inc. in 1986. The Martin Davis Investment Group (Wellspring) bought Lionel Trains, Inc. in 1995 and renamed it Lionel, LLC.

According to its reorganization papers filed as part of its bankruptcy plan on May 21, 2007, about 95% of the company's sales come from O gauge trains. The plan estimated that about **US \$70 million dollars** worth of O gauge trains are sold each year, and that **Lionel** accounts for about **60% of that market**, making it the largest manufacturer of O gauge trains.

MPC/General Mills era (1970–1986)

Lionel Corporation sold the tooling for its then-current product line and licensed the Lionel name to **General Mills** in 1969, who then operated Lionel as a division of its subsidiary *Model Products Corporation*, or **MPC**, beginning in 1970. **General Mills did not buy the company, however.** The Lionel Corporation became a holding company and invested in a number of ventures, including what would eventually become an East Coast chain of toy stores known as "Lionel Leisure World".

Lionel struck a deal with General Mills to lease the Lionel name for ten years starting in 1970. This deal included the purchase of a portion of the Lionel tooling and as part of the agreement, production & sale of the 1969 train product line would be handled by the Lionel Corporation. The balance of the tooling was purchased on December 31, 1969. The lease was renegotiated in 1974.

Due to General Mills' cost-cutting measures, production of Lionel-branded toy and model trains returned to profitability, but sometimes at the expense of quality. Detail was often sacrificed, and most of the remaining metal parts were replaced with molded plastic. A number of MPC's changes to the product line endure to the present day, the most noticeable being the use of needlepoint axles and trucks made of Delrin, two changes made to reduce friction and allow longer trains. Also starting in 1973, MPC experimented with a line of cars it called "Standard O," which were scaled to 1:48 (most postwar Lionel and MPC production were undersize for O scale). **The experiment's failure is generally blamed on MPC's lack of a 1:48 locomotive and caboose to go with the cars; when it was repeated in the 1980s with locomotives of appropriate size, it proved more successful.**

An internal reorganization after 1973 caused Lionel to become part of General Mills' Fundimensions group. Although Lionel's tenure with MPC was relatively short, "MPC" is the most commonly used term for the 1970–1985 era.

In 1979, General Mills resurrected the American Flyer brand and product line, which Lionel Corporation had originally purchased in 1967 from its bankrupt competitor (The A. C. Gilbert Company of New Haven, Connecticut). American Flyer products by Gilbert made after World War II are scaled roughly to a **1:64** proportion and are known as **S gauge**; their most distinctive feature, however, is that they operate on two-rail track as opposed to Lionel's three-rail trackage system.

After a period of time of absence in the market, Gilbert American Flyer S gauge trains were no longer considered a direct competitor to Lionel's 1:48 proportion O gauge trains. **To this day, Lionel markets American Flyer S gauge in limited quantities for the operator and collector markets.**

The year 1982 brought General Mills' poorly received move of train production from the United States to Mexico. Some Lionel fans were angry simply because the trains had been made in the United States for more than 80 years, while others criticized the quality of the Mexican-produced trains. **Lionel production returned to the United States by 1984.** During this time, corporate offices were retained at the company's Mount Clemens (later, Chesterfield), Michigan, location.



When General Mills spun off its Kenner-Parker division in 1985, Lionel became part of Kenner-Parker. The Lionel product line was sold again in 1986, this time to toy-train collector and real estate developer Richard P. Kughn of Detroit, Michigan, who formed Lionel Trains, Inc. (LTI).

So, the next time you enjoy your bowl of Lucky Charms or your wife bakes a pan of Betty Crocker brownies you can thank GM Foods for helping to keep Lionel trains from fading in to obscurity.

https://en.wikipedia.org/wiki/Lionel,_LLC

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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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