

PGRS TRACKIN'



Newsletter of the Piedmont Garden Railway Society

October 2019

Editor: Scott Williams

FALL IS FINALLY HERE!!

The best time for Garden Train running in my humble opinion. No humidity, the bugs are dying off, you don't have to mow the yard more than once every other week. Time to Play!!

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 anything you wish to sell to a good home.

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Les Knoll's Open House, September 28th!!

Mother Nature smiled on the first PGRS Open House this year at Les Knoll's home today. Les and Ruth invited us all over to their place in Denver. [NC...not the other Denver].

Last year, Les invited us all to come visit but Hurricane Florence had other plans and put the 'kibosh' on that meet-up. This year, we had lovely cloud cover and even a cool breeze most of the day which gave us ideal conditions for running trains. The Knoll's put out a lovely spread of goodies, and Les had lots of new additions and a new rail line on his garden railroad to show us which was great but what was **really** great was that **so** many club members brought their locos to run around his layout. This is what you really want at an open house. Everybody bringing their trains to run on a different layout!! I forgot to do a 'head count' but we had about 20 visitors at the Knoll's home today.

Les ran his live steamers and two other club members brought their steamers and three other club members brought their battery powered locos and we had trains running all over the place! Usually with more than one train running the rails at any given moment. So cool! It was a great open house!!











(9/5/2019), "**Climax Class C, Sn. 1551, had a successful test firing at Cass, WV**, and this morning she is under power... another part of the local lore of Climax... this engine was part of the Moore-Keppel fleet in Ellamore, West Virginia (JB Moore, a logger from Garland, PA just a couple of miles down the road from Corry, and Henry Keppel of Corry, founder of the First National Bank of Corry).

Climax 1551 comes back online after being silent for around 60 years... when restoration work began on her in the early '70s, the Cass Steam Shop burned down around her and she was put on the deadline... In 2001 Mountain State Railroad & Logging Historical Society picked up the project, after building a restoration shop at Cass and donating it to the State of WV, and began the total disassembly and restoration of the third Class "C" Climax left in existence... that effort went on for 16 years until the WV State Legislature turned the operation of Cass Rail Park over to John Smith of the Durbin & Greenbrier Railroad, and John's crews took over the completion of the project, beginning in 2017.



Celebrating her 100th birthday this year, Corry RAILS welcomes back into service Climax Sn. 1551, one of three Moore & Keppel Climaxes still in existence. In the past she was Moore & Keppel #6 and will now operate as Cass Scenic #9, since there are already two other #6's on the property... Western Maryland Shay #6 and Meadow River Lumber Heisler #6.

At the present time, of the 21 Climax engines surviving, 1551 becomes the 4th currently operational Climax engines. Those include: Class B's - #1603 at Clark's Trading Post, White Mountain, NH & #1694, one of the Puffin' Billys on the Emerald Line in Belgrave, Victoria, Australia... and one Class C in operation from time-t- time, #1693 at Mt. Rainier, WA.



Additionally, 3 other Class B's could be operational but have no trackage to run on... two more Class B's are in states of restoration and repair and could be running in 2020.... and it has just been announced that the Class B at Roaring Camp in California will have a shop building built in

the next year to begin her long-over-due re-gauging and restoration.... AND THEN OF COURSE, I need to mention that in the Spring of 2020 Climax A-313 will be coming home to Corry to begin her restoration back to full Steam... so potentially in the next three years or so there could be as many as 8 Climaxes in the world under Steam.” [Corry Rails Admin]

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Some of the tribute or Heritage paint jobs I’ve seen have left me a little cold but CSX released this one in August in tribute to Law Enforcement Officers. It’s a little ‘busy’ maybe but it has nice lines. Great PR and a fine tribute for the underpaid people who keep us safe everyday.





I'd like to find full length photos of these two diesels too for First Responders and Armed Forces.



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MEMBER PHOTOS:

[?]

Your photo...could be here. Please send me photos.

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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's the history of the Dome Passenger car?

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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 **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: In 1944, Cyrus Osborn, a General Motors vice president in charge of its Electro-Motive Division that built Diesel locomotives, rode in the cab of a Rio Grande Diesel through Glenwood Canyon in Colorado. "If the traveling public only knew what they could see from the operating cab of a Diesel locomotive or caboose of a freight train," he remarked afterwards, "the railroads could sell seats in these two places at \$500 apiece and always keep them full." That night, on stationery from the Hotel Utah, he sketched an idea for the first modern dome car that

would offer a view even better than from a locomotive cab: a car with a bubble on top giving passengers 360-degree views of the landscape.



“A monument to an idea.” The Rio Grande Railroad erected this memorial in Glenwood Canyon, where Osborn first conceived the modern dome car, in 1950. When Interstate 70 was expanded in this location, the monument was moved to the Colorado Railroad Museum in Golden, where it can still be seen today. Click image for a larger view of this postcard, which shows the Alco PA-powered California Zephyr, with its five dome cars, in the background.

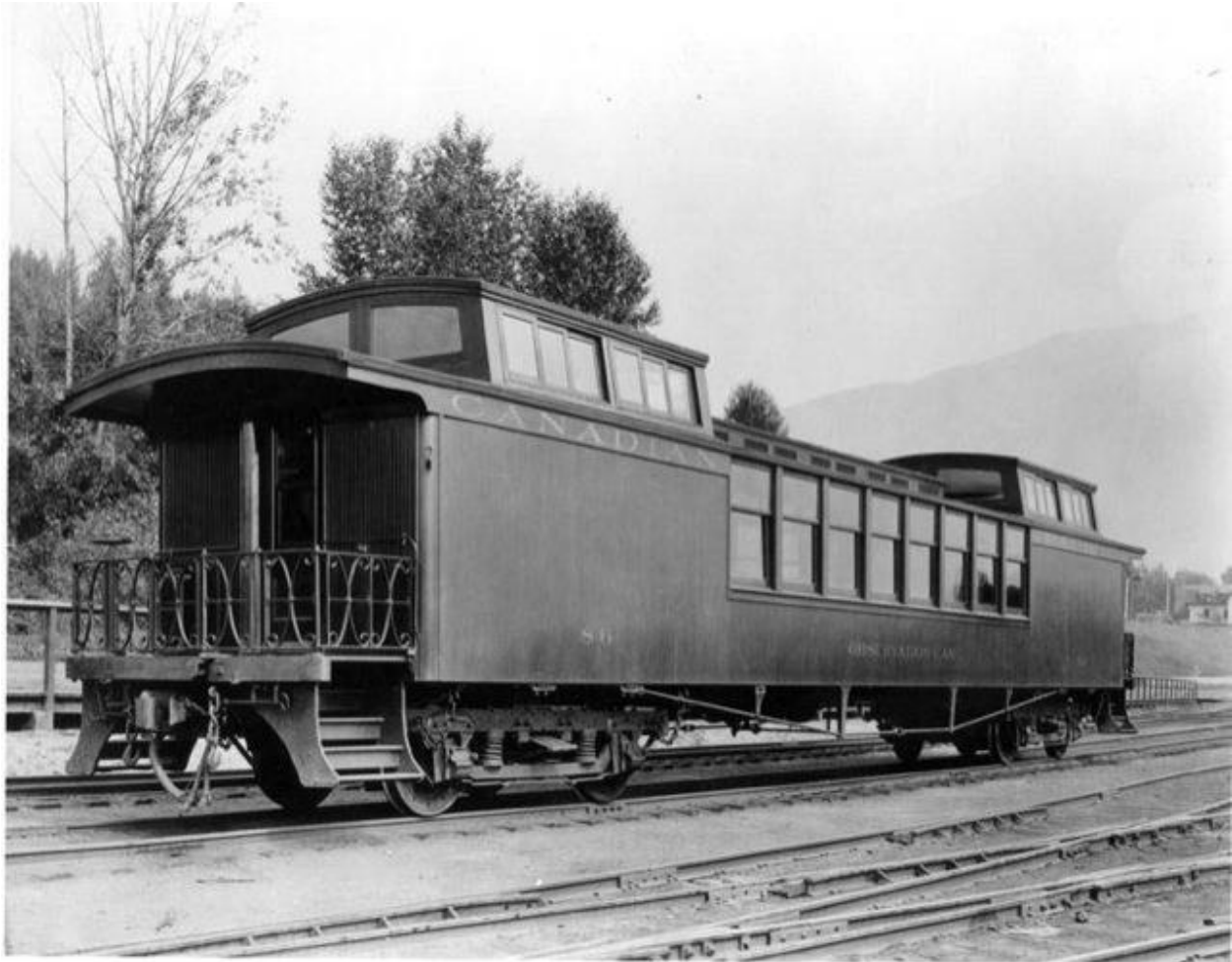
Osborn shared his idea with other railway executives, and Ralph Budd of the Burlington immediately told his mechanical chief to cut a hole in the top of the next Budd-built coach to go through the railroad’s shops and put a dome in it. The car happened to be called “Silver Alchemy,” but after the dome was installed, it was renamed “Silver Dome.” The railroad introduced it to the public in 1945.



Because the floor of the car could not be lowered, the Burlington had to make some compromises. The original car had restrooms at each end, so the Burlington put revenue seats under the dome, where headroom was very limited due to the need to provide headroom in the aisle of the dome. Since the dome seats could be elevated above the aisle, there was room in the lower level for an aisle on either side. This meant the revenue seats under the dome had an aisle on either side of them, so passengers sitting in those seats had to look at the views through passengers who might be walking down the aisles. Later domes would be built with a lowered floor under the dome to avoid this compromise.

The Burlington tested the cars on the Twin Cities Zephyrs and received such a positive response that in 1946 it ordered five new dome cars for each of the Twin Zephyrs from the Budd Company, and soon ordered many more for its other Zephyr trains.

By 1950, the Burlington had purchased or ordered close to 40 dome cars from Budd. Despite the compromises required for Silver Dome, the railroad liked the car so well that it converted another coach, Silver Castle, into an identical dome in 1949.



While Silver Dome was the first modern dome, a few railroads had experimented with the dome concept decades earlier. John White's monumental book, *The American Railroad Passenger Car*, says that the Burlington had a "birdcage car" in the 1880s, but it was probably just a track inspection car not used for revenue passengers. The first documented passenger dome car is the above car used by the Canadian Pacific, probably just in the portion of its line over the Rocky Mountains. Built in 1902, the railroad built three more in 1906, but scrapped them a few years later as it shifted from wood to steel cars.

Copied from: <http://streamlinermemories.info/?p=934>

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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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