

PGRS TRACKIN'



Newsletter of the Piedmont Garden Railway Society

November 2019

Editor: Scott Williams

TRANFEST, Fall 2019

On October 19th we had an **outstanding** 'meet up' that gave us all a chance to get together on a rainy day and show off our projects that we've been working on, and swap models, and talk about train stuff. Bill Huntman started us off with some of his slides [Diesels included. Thanks Bill.] and Fran's video of the White Pass and Yukon Railroad.

Jim Redmond enlightened us about how to use a Digital Multimeter and how this device can help us practically by diagnosing many issues regarding voltage, current, continuity and resistance with our track, our engines and accessories that may otherwise leave us scratching our heads as to how to remedy such issues. Thank you Jim.

Carl Brummel and Larry Williams brought MANY models in 7/8 scale and gave us their history and showed us a whole other facet of train modelling that can be done using our 45mm gauge track modelling real life trains that ran on 24" gauge rails. If you really enjoy the heft and size of Large scale trains then this scale has that in spades! Many of Carl and Larry's models are prototypically quite accurate and heavily detailed but Carl also shared models that were non-prototypical, 'what-if' models and also some downright whimsical creations reminding us how much fun this hobby can be if you just let your imagination and sense of humor run wild modelling Fantasy trains. Carl likes 'really big model trains' but he also showed us that while you can certainly run large scale trains in a big backyard you can also create a Large scale layout in an area as small as 2 feet x 4 feet!! Complete with switching and a turntable!! So, **no more excuses that you don't have enough room or a yard to build a layout.** A tabletop, or some space in your garage or basement will work too!

We had 43 attendees at this Trainfest. **WOW!** Since we currently have 52 paid up members and it was mostly PGRS club members that's impressive. As always though,

this number includes a few of our long-suffering 'significant others' who show their support to us by enduring our discussions about things like, well, Digital Multimeters for instance, [Sorry, Jim. I personally found it fascinating. But, Jus' Sayin'.], and I enjoy chatting with the spouses because they give me insight about the **other** things many of them find intriguing about our obsession and it reminds me that Garden Trains are not just about making sure we have the correct number of rivets on a model. The sound, the smoke, the little people in the passenger cars and sitting in front of the train station, the whimsical touches, the lights, the funny bits we include for kids of all ages ...all of these features of model trains make it fun for our friends and loved ones.

We all were really 'Jazzed up' about how many people, **this time**, thought to bring models to share. YES! That's what makes these events truly interesting. I hope you can see from my photos that there were so many models for display and for sale at this Trainfest. I hope this trend will continue. PLEASE bring anything you wish to share and sell next meeting and let's make the next meet-up as good as this one was, or better!

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Coffee, Doughnuts and displaying before the Meet: [We ended up needing many more tables.]





The Door Prize table continued to fill up!



Some of Carl Brummer's and Larry Williams' impressive 7/8 Scale creations.



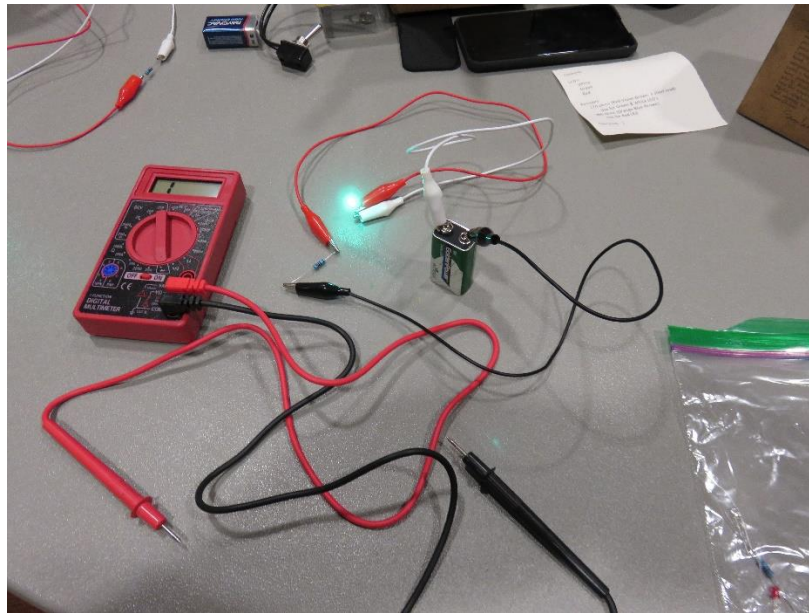
The Crowd starts to assemble.



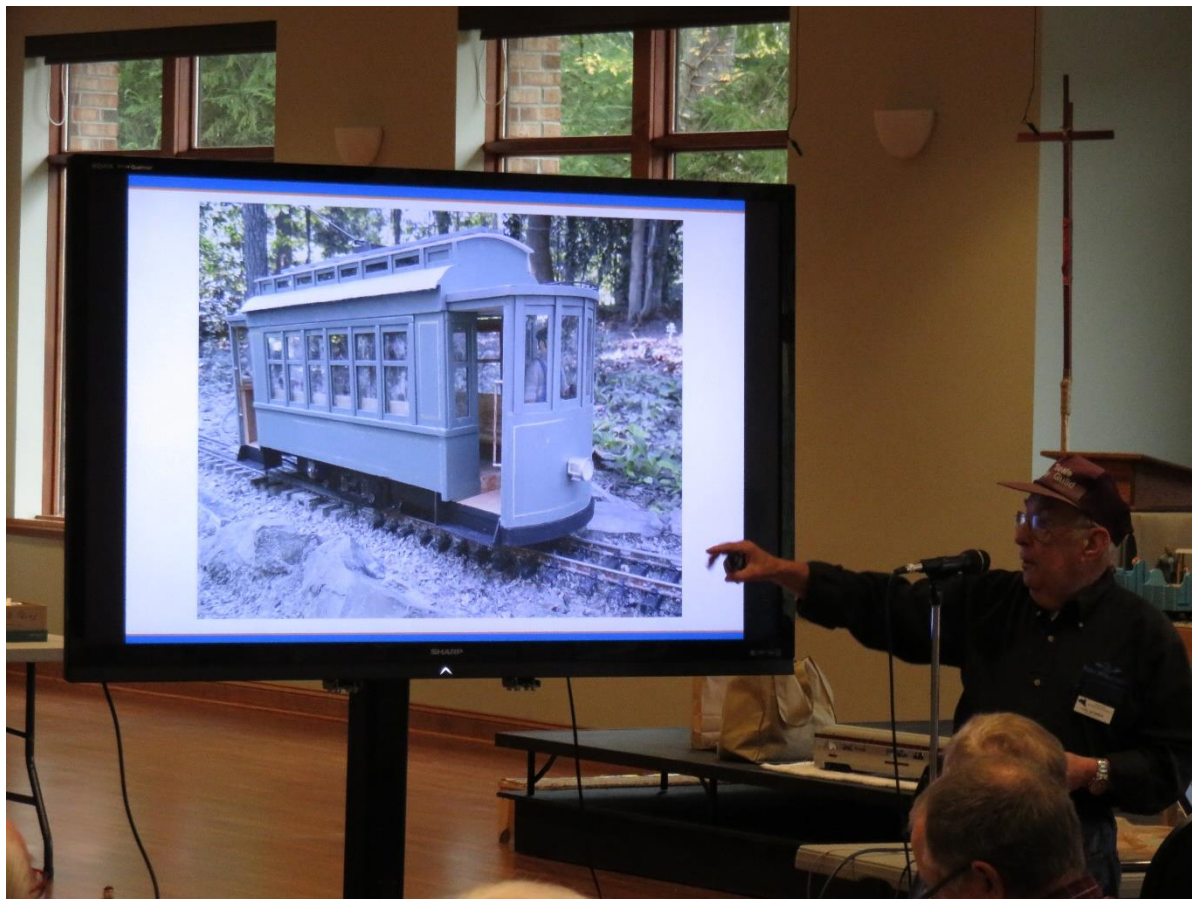
Jim Redmond leads us through the basics of using a Digital Multimeter...



The “Hands-On” part of the demonstration begins. [Don’t forget the resistor or ‘Sayonara’ LED!]



LUNCHEON!!! Then Carl Brummer enlightens us to the Joys of 7/8 scale, 1:13.7 Modelling.



Larry Williams shares more examples of both Kit and Kit-Bashed 7/8" Scale Models.



Carl's Outside Frame 7/8 Scale 2-6-0





Carl Brummer's 7/8 Scale Forney.

The great success of this fall's PGRS Trainfest comes from the behind the scenes work and planning of your PGRS Board Members et.al. who meet throughout the year to 'plot' the Seminars and Lectures.

Thanks to everyone who continue to help make this club and its 'meetings' relevant and interesting. We encourage and need club members input for topics at future meetings so please share your thoughts.

We are, of course, already looking to the future spring Trainfest and searching out seminars, lectures, and tutorials that will be interesting to our club members and encourage our club members to speak upon Railroad topics or Railroad Modelling you may have researched. You don't have to be a complete **scholar** on a particular issue but if you have a topic that you have researched a great deal we would welcome you sharing that subject as we would enjoy hearing about what you have learned.

Thanks to all the club members who bring their models to share and discuss and keep Large Scale Modeling alive and well in our region.

Thanks again, especially, to Jim Hendley for securing this very commodious fellowship hall at Grace Lutheran Church in Hendersonville. It continues to be a very comfortable and welcoming space for our club's needs.

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“Goofy Scale”



We share our mutual love for Large Scale model trains that can all run on 45mm gauge model track. 1:13.7, 1:20.3, 1:22.5, 1:29, 1:32.....etc.

G Scale, or ‘Goofy Scale’, as some folks call it gives us the flexibility to model a **wide** variety of trains that currently run, or ran in the past, on track gauges from 2 foot to Standard Gauge on our 45mm model track. **Aren’t we Lucky?**

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Mother Nature to the rescue. I mentioned to some of you recently my battle to eradicate a pesky ground nest of Yellow Jackets that took up residence right by my inner loop on my Garden Layout. I tried multiple wasp spray cans and even poured a pint of gasoline down in the entry holes, not once, but twice with little effect. I was doing yard work a week ago and noticed a three inch hole that burrowed down about 5 inches deep and then back in a few more inches. It appears that a skunk or raccoon has solved my Yellow Jacket issue. Thanks!

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MEMBER PHOTOS:

Vacancy

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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 is the term "Flagler's Folly" referring to in railroad history?

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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: Henry Morrison Flagler was a founder of Standard Oil. He initially failed in the Salt business but returned to succeed in the grain business and through those business connections became acquainted with John D. Rockefeller and their combined business efforts lead them to great wealth. The wealthy Flagler took an interest in Florida while seeking a warmer climate for his ailing first wife in the late 1870s. Returning to Florida in 1881, he became the builder and developer of resort hotels and railroads along the east coast of Florida.

Beginning with St. Augustine, he moved progressively south. Flagler helped develop Ormond Beach, Daytona Beach, and Palm Beach, and became known as the Father of Miami, Florida.

Flagler's rail network became known as the Florida East Coast Railway (FEC). By 1904, the FEC had reached Homestead, south of Miami. After the United States announced in 1905 the construction of the Panama Canal, Flagler became particularly interested in linking Key West to the mainland. Key West, the United States' closest deep-water port to the Canal, could not only take advantage of Cuban and Latin American trade, but the opening of the Canal would allow significant trade possibilities with the West Coast.

Initially called "Flagler's Folly", the construction of the Overseas Railroad required many engineering innovations as well as vast amounts of labor and monetary resources. Once the

decision was made to move forward with the project, Flagler sent his engineer William J. Krome to survey potential routes for the railroad. The initially favored route extended the railroad from Homestead southwest through the Everglades to Cape Sable, where it would then cross 25 miles (40 km) of open water to Big Pine Key and then continue to Key West. However, it was quickly determined that it was more feasible to run the railroad south to Key Largo and follow the islands of the Florida Keys. Krome then surveyed routes to Key Largo, including one over Card Point (which would become the first roadway to the Keys) and Jewfish Creek, which was the selected route.

At one time during construction, four thousand men were employed. During the seven year construction, three hurricanes—one in 1906, 1909, and 1910—threatened to halt the project. The project cost was more than \$50 million.

Despite the hardships, the final link of the Florida East Coast Railway to Trumbo Point in Key West was completed in 1912. In that year, a proud Henry Flagler rode the first train into Key West aboard his private railcar, marking the completion of the railroad's oversea connection to Key West and the linkage by railway of the entire east coast of Florida. It was widely known as the "Eighth Wonder of the World". Much of the Overseas Railroad in the Middle Keys was heavily damaged and partially destroyed in the Labor Day Hurricane of 1935, a Category 5 hurricane which is often called "The Storm of the Century". The September 2, 1935, storm killed more than 400 people and devastated Long Key and adjacent areas. The FEC's Long Key Fishing Camp was destroyed, as was an FEC rescue train which, with the exception of steam locomotive 447, was overturned by the storm surge at Islamorada. Over 40 miles (64 km) of track were washed away by the hurricane, two miles of which ended up washing ashore on the mainland at Cape Sable.

Already bankrupt, the Florida East Coast Railway was financially unable to rebuild the destroyed sections. The roadbed and remaining bridges were sold to the State of Florida, which built the Overseas Highway to Key West, using much of the remaining railway infrastructure. Many of the original bridges were replaced during the 1980s. The Overseas Highway (U.S. 1, which runs from Key West to Fort Kent, Maine) continues to provide a highway link to Key West. Many old concrete bridges of the Overseas Railroad remain in use as fishing piers and pedestrian paths called the Florida Keys Overseas Heritage Trail.

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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

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Jim Hendley

Etowah, North Carolina 28729

*Lionel, MTH, USA Trains, PIKO, LGB
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Email: jhh1218@att.net
Phone: (828) 891-7570
Fax: (828) 890-3346