

PGRS TRACKIN'

Newsletter of the Piedmont Garden Railway Society

March 2020

Editor: Scott Williams

MARCH TRAINFEST 2020

...will be happening on the **21st of March** at the:

Grace Lutheran Church Fellowship Hall in Hendersonville SC.

10 a.m. until 3 p.m. at: 1245, 6th Ave. Hendersonville SC.



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We hope to have another great **Trainfest** like we did last Fall on March 21st. We will do the meeting similarly as we have before, dispense with annual club business quickly and we have lined up some interesting discussions with a breakout period to circulate amongst different stations to review and discuss several topics of modelling interest with their presenters.

Doughnuts and Coffee during 'sign in' and sandwich luncheon will be provided as usual. This meeting we will be handing out an informal survey to learn more about **YOU** and what **your** personal model train interests are now and in the future. We are doing this to determine what you want **our** club to discuss at meetings and also read about in **your** newsletter. **Your input will be greatly appreciated in this endeavor.**

We have four club members who plan to set up **'mini' presentations** at different 'tables' to share with the club. Our President and the 'presenters' will give us a brief overview of their presentations and then we will do a 'break-out' where club members can mingle among the presenter's tables and discuss the following:

- Sound cards, installation and speaker options for your locomotives.
- Building an entire locomotive from **scratch**, from conceptual drawings to the 'real thing.'
- Building a realistic/useful roundhouse model from the ground up.
- The building of a historic diorama that will be on display in the town of Brevard.

We encourage other club members to bring the projects they are working on [finished or un-finished, successful or even unsuccessful] to set up at a table to discuss your current projects. The more, the merrier as they say.

****** We also want to encourage all club members to bring ANYTHING they want to 'show n tell' about. We want this to be a big **sharing** event of all the things our club members are working on. **As always, we want you to bring anything train related you have to share with us.** The PGRS club layout will also be set up to exhibit models running at the meeting.

****** Don't forget to bring items you might wish to **SELL** to a new home. This is a great time to sell and trade trains, buildings, bridges, books, railroad paraphernalia, etc. to our Swap Meet.

**** As always** there will be some wonderfully useful **free** items given out to every person who attends. We will also have the usual very wonderful **Door Prizes** donated by club members. **We also encourage ALL of club members to bring items to TRAINFEST that they wish to DONATE to the door prize table that fellow club members might like to win in the RAFFLE.** [If you have something really cool that you don't use anymore but think that others might enjoy...bring those along for the RAFFLE table.]

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After eight-year hiatus, the historic East Broad Top Railroad plans to get back on track with new owner. [Article from Feb. 14. Patriot News, Penn Live section]

<https://eastbroadtop.com/>



By [Daniel Urie | durie@pennlive.com](mailto:Daniel.Urie@pennlive.com)

All aboard!

After an eight-year hiatus East Broad Top Railroad will soon get a new life. The railroad in Rockhill Furnace, Huntingdon County, has a new owner.

EBT Foundation Inc., a new nonprofit organization has purchased the railroad from the Kovalchick family.

"This is the best possible outcome for the railroad, which has been in my family for two generations," Joseph Kovalchick, said in a press release. "It is with a combination of pride and relief that we pass the torch in its second reincarnation." Joseph's father, Nick Kovalchick, purchased the East Broad Top Railroad & Coal Company after its coal mines closed back in 1956. The Kovalchicks will continue to own coal-company property that had been jointly owned with the railroad.

"When my father bought the company, it was never his intention to scrap the railroad," Joseph Kovalchick said. "At the time he was the only one to stand for the EBT (East Broad Top Railroad), and his role in the history books is assured. My generation has struggled to balance the need to preserve this national treasure with running it as a business, and I take pride in our role in its survival. But it is clear that a for-profit business model is not sustainable. Our faith in the new model is reflected in both the sale and the Kovalchick family's ongoing role on the board of the new non-profit." The railroad has been closed since Dec. 23, 2011.

The EBT Foundation will hold several events this year, which is the 60th anniversary of the start of tourist service on the railroad. EBT plans to resume regular operation in 2021. The foundation will own approximately 27 miles of the line, from the south end of the concrete-arch bridge over the Aughwick River below Mount Union to the road crossing in Wood Township. The foundation will also own the narrow-gauge railroad's shops, rolling stock, and equipment.

Brad Esposito, a 20-year veteran of the Buffalo & Pittsburgh Railroad, a Genesee & Wyoming, Inc. company, led the effort to purchase the railroad, along with David Brightbill, Lawrence Biemiller, and Stephen Lane. Backers of the new organization also include Wick Moorman, former chairman and CEO of Norfolk Southern and former CEO of Amtrak; Henry Posner III, a former Conrail manager who is chairman of the Iowa Interstate Railroad and the Railroad Development Corporation, of Pittsburgh; and Bennett Levin, a retired mechanical and electrical engineer who owns the Juniata Terminal Company, which operates two Pennsylvania Railroad

E8 diesel locomotives and three private cars. Terms of the sale were not disclosed. The new organization's advisors include Linn Moedinger, former president of the Strasburg Rail Road and Rod Case, a partner at the consulting firm Oliver Wyman who leads their railway practice. Esposito will become the general manager of the railroad and said in the press release that the mission of the foundation is to preserve and operate the East Broad Top as a steam railroad; to educate visitors about the role of railroads in local and national history; and to promote local and regional tourism and economic growth.

Esposito says the organization's immediate priorities are to overhaul track and equipment, including locomotives and passenger cars; install a fire-suppression system in the machine shops and roundhouse, and to work on several structural stabilization projects that will be undertaken in the railroad's Rockhill Furnace complex.

"The East Broad Top is a unique national treasure unmatched anywhere in the United States," Esposito said.

The 33-mile-long East Broad Top Railroad was built from 1872 to 1874 to haul coal to a new iron furnace in the center of the state. When the last of the coal mines closed in 1956, the East Broad Top was purchased by the Kovalchick Salvage Company of Indiana, Pa. Despite being in the scrap business, the company left the railroad intact and in 1960 reopened a portion of the line for steam-powered tourist trains. The organization says that the railroad is the only original narrow-gauge railroad surviving east of the Rocky Mountains. The foundation says that the railroad's shops complex, which dates to the 1880s and was greatly expanded from 1905 to 1907, is among the most complete early-20th-century industrial facilities anywhere in the U.S. Still in the railroad's roundhouse are six narrow-gauge steam locomotives built for the railroad by Philadelphia's Baldwin Locomotive Works between 1911 and 1920. Other railroad equipment includes several passenger cars believed to date to the 1890s, and numerous steel freight cars built in the railroad shops.

The foundation is looking for volunteers.

"This will be a monumental undertaking," Esposito said. "And I encourage anyone interested in helping us to join the Friends of the East Broad Top and come work on buildings, track and equipment."

An event announcing the new plans was held on Friday in Rockhill Furnace.

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Springtime is track cleaning time!

Springtime! But it's only March! Well, since we didn't have Winter this year...It's time to use that leaf blower and broom to remove that debris from the tracks and a stiff bristle brush on your switch points. A method I like for cleaning my rails without crawling all around the track is my Drywall Sander on a pole with a ScotchBrite pad attached to it. For those stubborn 'gummy' places, put some Naptha or 91% isopropyl alcohol on a bit of old cotton T shirt and shine up those rails. Depending on the dirt and sap etc., that accumulates on your track you may find wiping it down several times a year with Naptha a big help.

If you are still having issues with your Loco 'stuttering' in places [Don't shake your fists at the sky cursing the Gods of Conductivity!] **check your WHEELS!** Flip your loco upside down in a secure soft cradle and clean the Crud build up off on your Loco wheels with a cotton ball and Isopropyl Alcohol or Naptha. I barely touched this lightly run loco's wheels with Naptha on a

cotton ball in this photo and this is what came off. When I had made one revolution around all four wheels the cotton ball looked like a piece of coal. I invert my models in a cradle and get the wheels to rotate by touching a 9v battery leads or transformer leads to the wheels for a split second to get to other parts of the wheel until they are clean all the way around. The whole process takes about 5 minutes maybe.



And, while you're at it, if it's a Steam loco model, it's probably a good time to add a tiny bit of oil to all the valve gears, drive rods, and rubbing parts. NOT TOO MUCH though. Too much oil is almost worse than no oil at all as it attracts dirt that grinds away at the rubbing metal parts.

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1901 Steam Engine Collision

Crash in White Pigeon, Michigan, left one steam engine perched atop another.

John Blue, 80, of White Pigeon, Mich., retired New York Central Railroad fireman, said that if he didn't have pictures to prove it no one would believe the fantastic results of a train crash here in 1901.

"It was shortly after dusk on a cold Sunday early in January, most people were settled by their heating stoves as a blizzard whipped up deep drifts in the White Pigeon area.

Engine No. 362 pulling a westbound freight had been delayed several hours by drifts on the prairie north of here, and engineer Frank Bock, of Elkhart, had just pulled on to the mainline at a "Y" junction. The junction was considered one of the most dangerous on the line and had been the scene of a number of costly wrecks and had claimed three lives.

Bock's plan was to back his train off the main line on to a siding to allow a snowplow train out of Elkhart to pass.

The brakeman, Earl Allison, was supposed to have walked ahead to flag the expected train. Instead, he rode on the engine until it stopped and got off to walk ahead from there. He was securing a red lantern on the engine as the two trains came together.

Engine No. 431 was eastbound, pushing a snowplow and pulling a string of freight cars. The snowplow was shaped similar to a box car with a broad shovel in front.

In the incredible seconds following the impact, the snowplow wedged under Bock's engine and acted as a ramp to send the 60-ton mass of machinery climbing up to settle almost squarely atop of engine No. 431.

Bock's fireman, A. E. Stauffer, leaped from the cab just before the impact, spraining his ankle. Bock rode the engine to the top then jumped to the ground, breaking two ribs as he landed.

Engine 431 in its ascent left its tender on top of the splintered snowplow. Pinned in the wreckage was the body of Louis Stears, conductor of the eastbound train who had been riding on the snowplow.

William White, brakeman, riding with Stears on the snowplow, received internal injuries and was pinned down by broken timbers. A passenger, identified as "trainmaster Wheaton" in news stories of the wreck, received a slight cut while assisting White to free himself.

Engineer S.A. Messenger and W.A. Swinton of the snowplow train were not injured. The tip of engine 362 poked into their window, but both men leaped to the ground for safety. A brakeman, H. J. Dalrymple, also escaped injury.

After the crash, with the one engine balancing grotesquely atop the other, all action seemed frozen for a moment in the bitter cold and then a piercing wail of a broken steam whistle cut across the countryside.

The shrieking whistle sent shivers through the residents of the area, attracting many to the scene, but sending others in search for cover, news stories of the day recorded. The eerie

sound continued for several hours and has been variously described as a sustained shriek and a plaintive, mournful wail.

Crowds of onlookers gathered at the wreck scene during the night and continued to grow most of Monday as wreck crews pulled the tender from the shattered plow.

Engine 362 remained perched at an angle atop the other engine when the wreckage was cleared. Trainmen decided to tow them in that weird pose to Elkhart, a distance of 20 miles, where the engines were extricated.

Blue says that as far as he is able to determine he is the only person shown in the accompanying photographs that is still alive.

An inquiry in the crash established that the snowplow train was traveling between six and 15 miles an hour and the other engine was standing still at the time of impact."

We all share an occasionally romantic view of Railroading but we often forget about the ever present danger involved for the men who rode those rails in all sorts of weather. They worked long, hard, days and while there was some glamour in being a Railroad man, it was a life of long hours away from their families and left many a man with crippling injuries and in some cases cost them their lives.

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MEMBER PHOTOS:

Terry Ketcham sent some photos of his new Accucraft Shay and how he installed battery remote controls. He wanted to share the interesting story behind this Shay model.

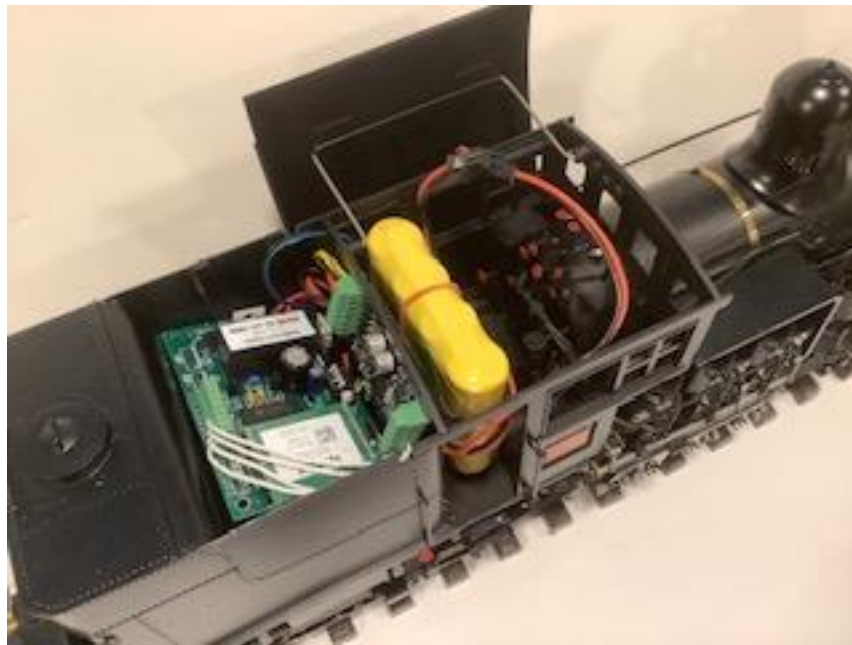
1:20.3 Alishan Forest Railway 28-Ton Shay, Electric



Taiwan's Alishan Forest Railway began construction in 1906, during the period when Japan occupied the island, then known as Formosa. Initially built as a logging railroad, the 2 ft, 6 in (762 mm) gauge line extends a distance of 53 miles (86 km) into the rugged mountain ranges dominating the eastern part of the country. The heavily forested area was a prime source of cypress and other old growth timber used in construction of Shinto shrines in Japan. The line passes through three climatic zones and features numerous Z-shaped switchbacks, 50 tunnels, and crosses over 77 wooden bridges. Passenger operations over the route were first introduced in 1918. Today the railway exclusively caters to tourists.

The railway's first locomotives were geared-type Shays built in the U.S. by the Lima Locomotive Works. Eventually a total of 20 Shays would work the line. The first were 18-ton Shays, which a total of eight were acquired between 1911 and 1913. The heavier 28-ton version, a total of twelve were acquired, were constructed between 1914 and 1917.

Accucraft Model Trains is pleased to announce production of the Alishan Forest Railways 28-ton Shay #26 in 1:20.3 scale. This locomotive is the only Shay currently operational on the railway. Built by Lima in August 1914, like all of the Alishan Shays, it was rebuilt over the years by the railway's shops, therefore it differs from its original appearance. We are offering Shay #26 as it currently appears. The model is available in a 24v DC electric version only.



Terry shares this photo of his installation of battery, sound and remote controller to this finely detailed and exceptionally accurate 28 Ton Shay model used on the Alishan Forest Railway.

The PGRS Club Table Layout has a new addition, donated by Jim Hendley and installed by Fran Monahan. It is an LGB Cable Car model and it adds further interest to our train show layout:



Fran and Pete 'Selfie', on the job, at the recent Easley SC train show:



On a recent visit back home to Maryland I stopped by the Western Maryland Railway Historical Society located in the old Union Bridge, MD. WM train station. <http://westernmarylandrhs.com/>



Railroad memorabilia and a N and HO scale layout are on exhibit, souvenirs, and the club puts out a great calendar annually. The Western Maryland Railroad ran through my hometown and I can remember when it was still an independent RR running in Black and also in Red, White and Black "Circus Colors". The Western Maryland, 'Fast Freight Line', Class 1, Railroad became part of the Chessie System in 1973 and was fully merged with the former B&O, C&O lines into the Chessie system by 1987 and is now part of the CSX system. Some of its old rail lines through my hometown are still serviced by the Maryland Midland Railway, a Class III shortline railroad.

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Here's a neat way to have some fun with the train photos that you take on your phone. **So**, you have a cool photo of a train you took with your cellphone right? There are some neat **free** 'Sketch Apps' you can download on your phone and run any photo on your phone through the Apps filters.

These filters can make your photo look like a color pencil sketch, oil painting, charcoal, watercolor, cartoon, abstract painting, pencil sketch, blue pen architectural drawing, etc....



This is a photo I took of Terry Ketcham's SR&RL Forney at the Apple Valley RR. run through a 'cartoon' filter for example. Pretty cool looking, eh?

On my recent visit to my hometown I took a photo of a Maryland Midland train pulled up alongside the old Western Maryland train station in Union Bridge Md.

Here's an example of the original photo run through two different types of filters in a sketch App. It took me about 5 seconds to scroll through each filter option and choose two I liked. When you find ones you like you can 'Share' it from your phone to your email address or Facebook, etc.. Then, you can save it on your computer, print it out, share it, or cut and paste it like I did in to a Word Document like I use for our Newsletter. It's easy-peasey. Check it out.



Pretty fun, don't you think? You can take a photo from your phone and turn it in to a painting or a drawing. After you send it to your computer you can print it out on your computer printer and frame it or whatever you want to do with it.

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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 photos and articles to: srwavl@outlook.com

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Trivia Question: Trains run on rails. We all know that. They have evolved over time since before steam locomotives ran upon them, when horse drawn wagonloads used railways. But do you know the name of the individual parts of a cross section of a modern railroad rail?

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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. Contact Tim Wagner at: 828-712-9671 for more info.

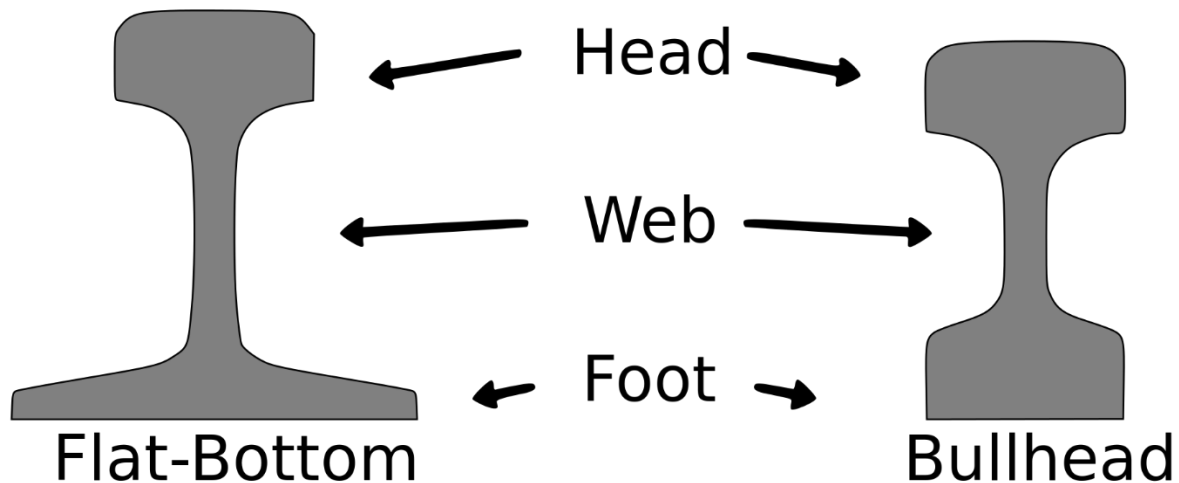
Charlotte luncheons that were meeting at Bubba's BBQ 4400 Sunset Rd. have been postponed for a while and hopefully will resume again in the future.

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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:



That's pretty much it for the answer to this Trivia Question.

Additionally:

Modern track typically uses hot-rolled steel with a profile of an asymmetrical rounded I-beam. Unlike some other uses of iron and steel, railway rails are subject to very high stresses and have to be made of very high-quality steel alloy. It took many decades to improve the quality of the materials, including the change from iron to steel. The stronger the rails and the rest of the trackwork, the heavier and faster the trains that track could carry.

North American railroads until the mid- to late-20th century used rails 39 feet (12 m) long so they could be carried in gondola cars (open wagons), often 40 feet (12 m) long; as gondola sizes increased, so did rail lengths.

Wooden rails:

The earliest rails were made of wood, which wore out quickly. Hardwoods were better than softwoods such as fir. Longitudinal sleepers such as Brunel's baulk road are topped with iron or steel rails that are lighter than they might otherwise be because of the support of the sleepers.

Early North American railroads used iron on top of wooden rails as an economy measure but gave up this method of construction after the iron came loose, began to curl and went into the floors of the coaches. The iron strap rail coming through the floors of the coaches came to be referred to as "snake heads" by early railroaders and were deadly.

Rail classification (weight)

Rail is graded by weight over a standard length. Heavier rail can support greater axle loads and higher train speeds without sustaining damage than lighter rail, but at a greater cost. In North America and the United Kingdom, rail is graded by its linear density in pounds per yard (usually shown as *pound* or *lb*), so *130-pound rail* would weigh 130 lb/yd (64 kg/m). The usual range is 115 to 141 lb/yd (57 to 70 kg/m). In Europe, rail is graded in kilograms per metre and the usual range is 40 to 60 kg/m (81 to 121 lb/yd). The heaviest rail mass-produced was 155 pounds per yard (77 kg/m) and was rolled for the Pennsylvania Railroad.

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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>	



Garden Railroad Design
Old Trains Wanted

<p>Jim's Train Sales O & G Gauge New & Used Trains Jim Hendley Etowah, North Carolina 28729 Lionel, MTH, USA Trains, PIKO, LGB Bridgeworks 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>
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