

PGRS TRACKIN'

Newsletter of the Piedmont Garden Railway Society

August 2020

Editor: Scott Williams





Photo by Bill Folsom - Collection of Flavio Lage



E. G. Baker photo. Collection of J. R. Herron
©1999 All rights reserved





Trains, trains trains!!!





Don't we all just love trains?

Okay, greetings once again PGRS club members.



oo-000-oo

Hoping this finds everyone healthy and holding up well through the continued Coronavirus event. I want to start off with some photos from a new layout at PGRS club member Bill Davies' home in East Asheville. He reached out to my brother and I regarding questions he hoped he might get some answers to at the postponed spring Trainfest. Between my brother Larry and I, we tried to help answer his questions as best we could. We both stopped by in early July with battery powered trains to give his layout a test run until he can convert some of his engines to battery or get his own power supply to allow for track powered train ops. Everything was working just fine!







oo-000-oo



life IN OUR FOOTHILLS

July 2020

Taking Model Trains to a Grand Level

Best
of the
Best

2020

See the winners
of our readers'
choice awards

Growing Season

Hello World

The Wind and our Willow

\$4.95

The July Issue of Foothills Magazine:

I don't know if any of you in the "Foothills" area near Jon Bole's home in Tryon NC were able to locate and obtain a copy of the July issue but I must say it's really great! Not just because Jon's wife Ruthe is on the cover but the article itself runs from page 18 across to page 26 and features 22 individual photos!!

The article discusses model railroading and gives a definition of G Scale and Garden Railroading, the addictive joy of large scale trains running in your backyard or garden and how over the years they can really grow.

It then introduces folks to Jon and Ruthe and discusses their past with garden railroading and introduces people to the Piedmont Garden Railway Society and discusses the local Train Lover's Lunches that will meet in that area again when this virus settles down at the Rural Seed Restaurant. It also discusses how Ruthe's artistic skills play a big role in the design and execution of their garden railway and how they both initially discovered the garden model railroading hobby.

Jon mentions that garden railroading can be "frightfully expensive" because of its components and that the demand for the models is not as great as other scales. But he does mention that train clubs, train shows and online is a great way to find used equipment at a good price. Jon also extolls the virtue of joining a club of like-minded enthusiasts to gain access to a source of knowledge about the hobby. The article gives great detail about the PGRS and the way it normally functions [in non-pandemic times], with meetings, impromptu get-togethers, Train Lovers Luncheons, etc. and even introduces Bill Huntman with a photo of him holding one of his Shay locos. It even mentions other local and national groups and functions for model train enthusiast to get involved and then has a great plug for the club giving the website <https://piedmontgardenrailway.org> where interested readers can go learn more about the club and how to join.

It was an excellent article showing off the Bole's fine garden trains and I wouldn't be surprised if someday we get a new club member who says that they first read about us in Foothills magazine.

oo-000-oo

Garden Railways to cease publication:

The Fall 2020 issue will be the last for Garden Railways magazine.

Posted on July 15, 2020



Cover of the Fall 2020 issue of Garden Railways magazine

“For more than 35 years, Garden Railways has been the leading magazine devoted to the hobby of outdoor model railroading. While we remain committed to serving garden railroaders, we regret to announce that we are discontinuing publication of Garden Railways magazine. The Fall 2020 issue will be the last. However, the Garden Railways brand will live on in the pages of Model Railroader, where our dedicated audience of garden railroaders will continue to find seasonal news, tips, and advice from the world’s greatest model railroading experts. **Garden Railways’ website, grw.trains.com, will remain active on a limited basis.**

We thank all of our customers and partners for their support of Garden Railways over the years, and look forward to seeing them in the pages of Model Railroader.”

** [This is sad, but not unexpected news. After letting Marc Horowitz go as editor in chief and reorganizing how the magazine looked and was produced it just seemed to flail around desperately trying to redefine itself and seemed destined, maybe even by design, to fail. The magazine is how so many of us gained initial information and ideas about the hobby so it's sad to see it go but it had gotten long in the tooth and for most of us beyond the basic beginner it had little of interest other than a few pretty pictures in the ever shrinking magazine. The last two issues I received were under yet another new editor and for the first time in a long time I found some of the projects and ideas relevant to more advanced modelers and for the last few years Kevin Strong's articles were enjoyable and refreshing to see someone who modelled more seriously accurate railroads with a great level of detail and expertise in weathering and wiring, etc.. It's a shame there's just not enough demand any more for a stand-alone Large Scale quarterly publication.

oo-000-oo

Autumn Rails 2020

In other model train news it has been announced already that the fall Autumn Rails train show at the WNC Ag Center will be cancelled for this year. Due to the average age of many of the interested attendees being in the more high risk category, the spacing needed to set up the tables correctly and other show attendance this year so far it was deemed best to cancel until next year.

oo-000-oo

Since **Bachmann** hasn't offered much in Large Scale in the last year or two, maybe a single new piece of rolling stock a year and you can only buy a few locomotives brand new anymore from USA Trains and Piko, I wrote to Bachmann and asked if they were abandoning Large Scale and since many of their competitors have closed their doors, most recently HLW, I proffered the suggestion that possibly re-issuing something different and affordable like their 2-6-0 Mogul might sell quite briskly since it's now almost impossible to get any new American steam locomotives. I also suggested releasing something commonly popular like the Aristocraft 2-8-0 consolidation that was released shortly before Polk threw in the towel. I received a response stating that Bachmann has most certainly NOT abandoned Large Scale, [oh perish the thought]. And to prove it they said they will be releasing two **new** locomotives this year. The email then went on to tell me that for modern diesel fans they are releasing a Dash 9 diesel locomotive. [really good news!!] And for the steam enthusiast? Wait for it....wait....A new lettering scheme for the ubiquitous 4-6-0. **Oh Boy, o boy!!** Like most of us don't own at least one Big Hauler or Annie already. [sigh].

oo-000-oo

Biltmore Trains:

This year's train display is in Antler Hill Village directly behind the Creamery Ice Cream shop. It features train stations from all over rendered from organic material. Bill Cumming forwarded on Sam Hopkins' photos from the exhibit:



SANTA FE DEPOT

SAN DIEGO, CALIFORNIA

A real estate boom in 1887 brought thousands of people to Southern California, many of them using the "Santa Fe Route" to San Diego. This depot was built in 1915 to make



CENTRAL RAILROAD OF NEW JERSEY TERMINAL

JERSEY CITY, NEW JERSEY

Built in 1889 to replace an earlier structure, this station was one of five passenger railroad terminals that lined the Hudson Waterfront during the 19th and 20th centuries. It operated until 1967, and is now on the National Register of Historic Places. It is a New Jersey State historic site.



UNION TERMINAL

CINCINNATI, OHIO

A significant development in regional transportation, Union Terminal is one of the last great railroad stations built in America. This Cincinnati icon is one of the most widely regarded examples of Art Deco style architecture.





oo-000-oo

Carl Brummer sent this along for the newsletter:



oo-000-oo

MEMBER PHOTOS?

None this month. Maybe I will get some next month? Please.

Send any idea, project or photo. 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

oo-000-oo

Here's another one I found on line that I could relate to:



Trivia Question: Colonel John Stevens, 1749 – 1848, was a New York Lawyer. What was his contribution to the American Railroads?



oo-000-oo

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

oo-000-oo

Train Lovers Luncheons and Apple Valley Model Railroad Club normal operations are temporarily postponed until further restrictions have been lifted.

***** Terry Ketcham has been running some Large Scale trains on Saturdays at the Apple Valley during the Farmer's Market. He say's to drop on by and visit if you'd like.**

oo-000-oo

Trivia Answer: Col. Stevens was not only a Lawyer and Horticulturist and Inventor but a tireless promoter of harnessing the power of steam for travel and shipment of goods. He actually built the first working steam locomotive that ran on rails in America in 1825:

John Stevens, (born 1749, New York City—died March 6, 1838, Hoboken, N.J., U.S.), American lawyer, inventor, and promoter of the development of steam power for transportation. His petition to the U.S. Congress resulted in the Patent Law of 1790, the foundation of the present U.S. patent system.

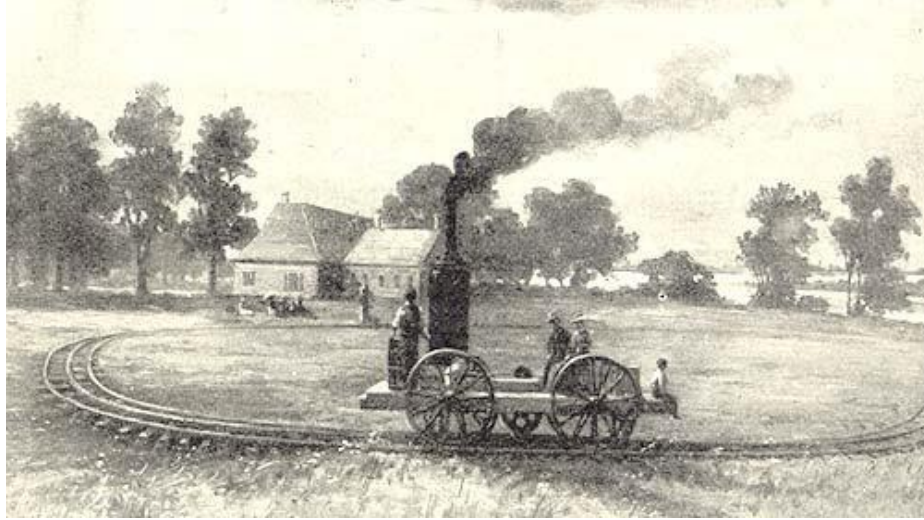
In 1776 Stevens became a captain in the American Revolutionary army and later was promoted to colonel. Afterward, he became interested in the exploits of the American steamboat pioneers James Rumsey and John Fitch, and he developed a number of designs of his own for boilers and engines. It was with the view of protecting his inventions that he submitted to Congress his outline for a patent law. In 1802 he built a screw-driven steamboat, the first example of a powered screw applied to ship propulsion. His steamboat also incorporated a multitubular boiler, for which he was awarded a patent in 1803. The following year, Stevens completed an improved twin-screw steamboat that was successful in navigating the Hudson River.

Because of the inherent danger in using the high-pressure steam engines in his previous vessels, he began the design of a low-pressure engine to be used in a paddle-wheeled boat. Although the American inventor Robert Fulton successfully launched his own

paddle wheeler, the Clermont, in 1807 before Stevens could finish, he persisted and launched the 100-foot (30-metre) Phoenix in 1809. Since Fulton had a monopoly grant of navigation rights on the Hudson, Stevens sent the Phoenix to Philadelphia by sea, the first time a steamship ever navigated ocean waters. In 1811, at Philadelphia, he inaugurated the world's first steam-ferry service.

In 1812 Stevens submitted plans to Congress for an armoured warship, but they were ignored. In that same year he published a pamphlet entitled Documents Tending to Prove the Superior Advantages of Rail-Ways and Steam-Carriages over Canal Navigation, in which he outlined many phases of railway transportation. To demonstrate the feasibility of railroads, in 1825 he built the first American steam locomotive. It was never put into commercial service, however, and was run only on a 0.5-mile (0.8-kilometre) circular track on his estate in Hoboken. It was driven by gears and a Cog running on a third middle rail.





In 1815 Stevens obtained from the New Jersey legislature the first charter ever granted in the United States for a railroad, and the Camden and Amboy Railroad and Transportation Company was formed in 1830.

oo-000-oo

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

Email: jhh1218@att.net
 Phone: (828) 891-7570
 Fax: (828) 890-3346

**

**** Jim Hendley has moved.** To reach him use the following number:

828-333-2523 and if the email above does not work try hendleyjim4@gmail.com