

# PGRS TRACKIN'

**The Newsletter of the  
Piedmont Garden Railway Society**

**August 2023**

**Editor: Wayne Hamilton**

**Greetings**

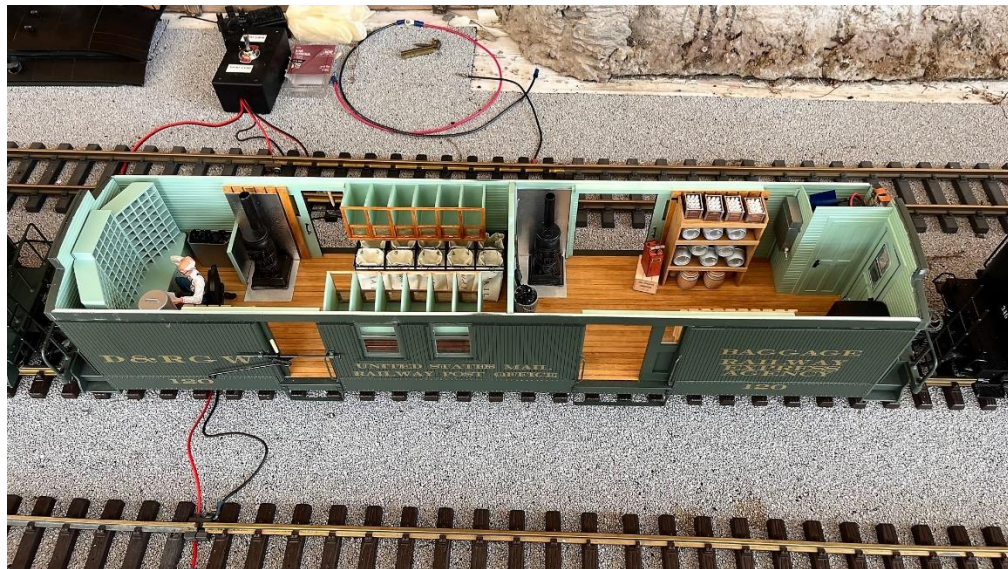
This newsletter is a mixed bag of stuff. Please send any idea, project, tips, photos, or something you found surfing on the Internet, etc., no matter how great or small they may be, to your newsletter editor. Send your materials to: [railman1959@aol.com](mailto:railman1959@aol.com) Thanks to this month's contributors.

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**Club Messages**

There was a Run and Fun Meet for our members at the Apple Valley Depot in Hendersonville on July 13<sup>th</sup>. About ten members were able to attend and run their trains. Another is planned for September at the Model Trains Station in Taylors, SC.

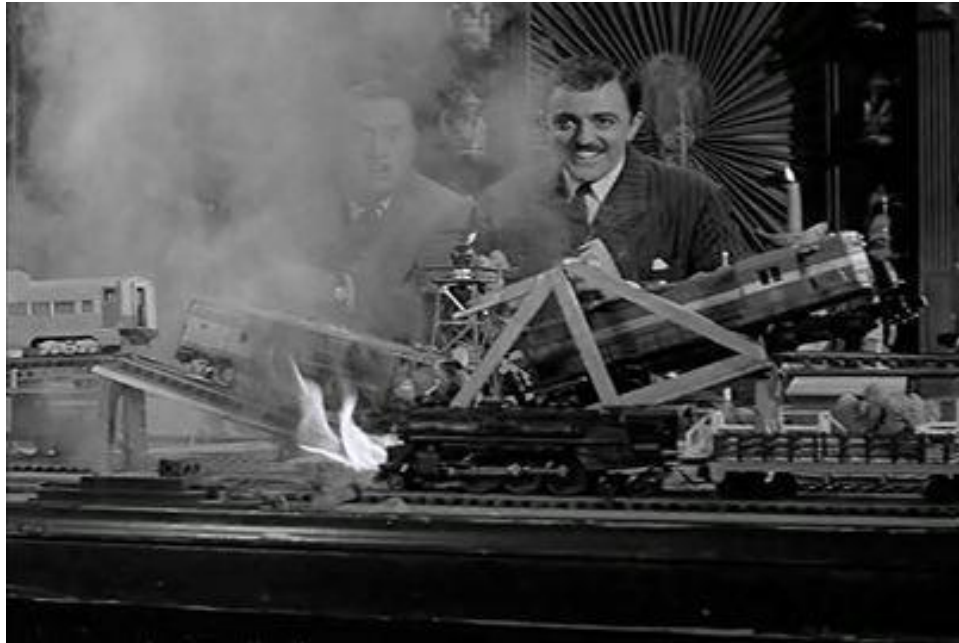




Doc Watson's highly detailed RPO in 1/20.3 scale.

The Board continues to ask the membership what topics or presentations you would like to see at our events. Ideas can be shared at the train lovers' luncheons, via email, or by telephone to President Huntman @ [whunteman@gmail.com](mailto:whunteman@gmail.com)

As Gomez Addams once said, "Just because it's a bad idea, doesn't mean it won't be a good time."



Here are several Train Shows reminders for your calendar:

Aug 30-Sept 2: 43rd National Narrow-Gauge Convention – Denver, CO

Sept 14-17: SER Convention - Cartersville, GA

Sept 29-30: Autumn Rails – Fletcher, NC

As always, consider sharing this newsletter with friends who might be interested in our club and if they wish to become members ask them to contact our PGRS Secretary/Treasurer for a membership form or download a form from our website:

[Join Us – Piedmont Garden Railway Society](#)

Dues can be mailed to PGRS Secretary/Treasurer at:

Doc Watson  
125 Mistletoe Trail  
Hendersonville, NC 28791  
[docwatson@morrisbb.net](mailto:docwatson@morrisbb.net)

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**Railfanning - Prototypes to inspire a garden railway layout.**  
**By: Wayne Hamilton**

The Laurinburg & Southern Railroad was incorporated on 4 Mar. 1909 in response to protests from three industries in Laurinburg, NC that were dissatisfied with the service of the railroad on which they were located. N. G. Wade, D. M. Flynn, J. F. McNair, J. Blue, A. L. Jones, and J. A. Jones were the incorporators, with McNair serving as president. Construction from Johns to East Laurinburg was completed on 2 July 1909, and soon the railroad made its first shipment of freight, a carload of finished cotton goods. Within a year the line was completed to Wagram, and on 12 Nov. 1921 a section from Wagram to Raeford was purchased from the Aberdeen & Rockfish Railroad. Passenger service began on 11 June 1910 and later that year was expanded to include through service with the Atlantic Coast Line Railroad.



Warehouse and train of the Laurinburg & Southern Railroad, Laurinburg, N.C., 1953. Image from the North Carolina Museum of History.

In the early 2000's the 28-mile Laurinburg & Southern was owned by the Gulf & Ohio Railways of Knoxville, Tenn., which also owned the Nash County Railroad and the Yadkin Valley Railroad and connected with CSX and the Aberdeen & Rockfish

Railroad. Its chief traffic included grain, fertilizer, soda ash, coal, and lime. The company also performed contract track construction and crossing maintenance.



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### **The Backshop – Modeling Tips and Projects**

President Huntman is working on a 1:20.3 Surry-Parker log loader. I was working on one too and he was gracious enough to help me with the plans. So, this leads to

a challenge for both of us to have them completed by Train Fest. We'll see if this competition pans out. As this photo shows, he is way ahead!



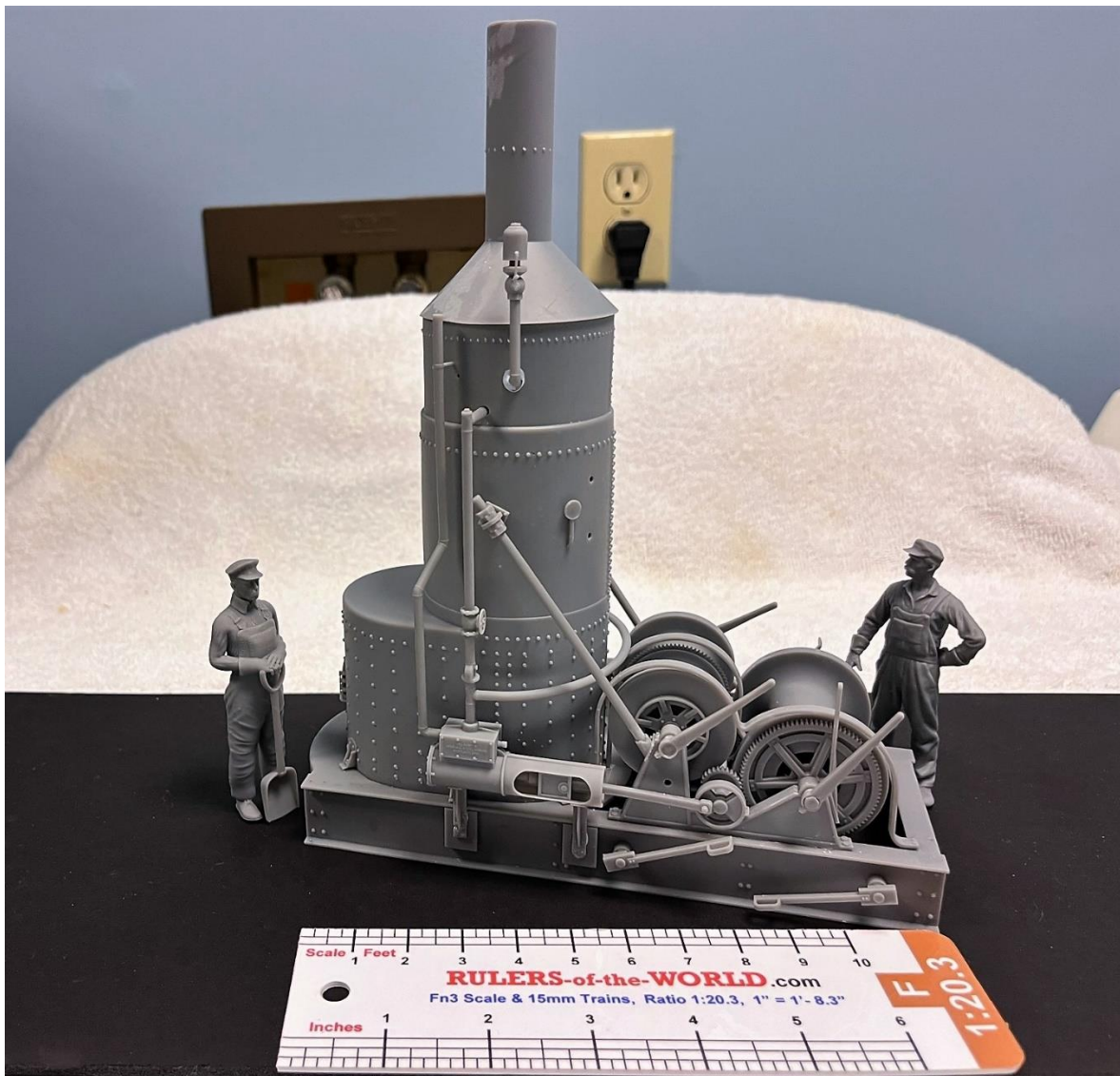
I am also making progress on a 3-D printed steam donkey kit. It'll be the power for a 1:20.3 scale log skidder, as it is too large to be power for a Surry Parker loader. I have been fighting this kit, as every hole was undersized in both diameter and depth. It's a great kit, but it was nerve wracking to expand all the holes and not break something. If you try one of these resin kits, invest in a good set of needle

files and some sharp drill bits. Here's a couple video links which show these donkeys in action.

[1/4 scale live steam donkey](#)

[Steam Donkey logging Boiler, Whistle Water Pump gauge yarder - YouTube](#)

I'll post additional photos next month as this gets further along. Please excuse my washing machine workbench in this month's newsletter.



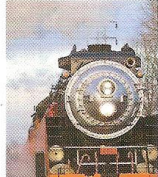
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## Railroad Trivia

This question is a little tricky. What was the largest boxcar? The answer is found later in this newsletter.

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### Businesses associated with our Club



**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*

Garden Railroad Design, New and Used Track  
You can now reach Jim at: [hendleyjim4@gmail.com](mailto:hendleyjim4@gmail.com)  
Or...(828) 333-2523



**Peggy Keyes**  
Owner / Chief Conductor  
[RightTrackTrainMuseum@gmail.com](mailto: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!

<https://www.facebook.com/The-Right-Track-Toy-Train-Museum-141291999274246/>

She is planning to close the Right Track Toy Train Museum at the end of 2023. Also, she could use some help, particularly with running the trains with it being open Friday, Saturday, and Sunday from 1PM to 5PM and she would love some help. Everything that is for sale is 50% off.

### A reminder to all our members of the Train Lovers Luncheons:

The Asheville Train Lovers Luncheons are on every 2nd Thursday of the month at the Post 25 restaurant in Arden, NC at 11:30.

The Greater Greenville Train Lovers Luncheons. They are on the first Tuesday of every month at the A&P Restaurant in Greer starting at 11:30 AM.



The Columbus Luncheons at Rural Seed are held at 12:00 on the Third Thursday of each month.

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## **PGRS Member Stories**

**By Wayne Hamilton**

### **A depot for my Murphy Branch Railroad – Part Two**

My Murphy depot is about 90% complete. It still needs some weathering and a few more details. I tried to match the Old Fort depot paint scheme.

I'm not quite sure if the attempt to match the roof color is making me happy or not. It may need more of a reddish tint. I'll keep working on this. If all goes well, next month's part three will show the finished scene on the layout.



The prototype inspiration at Old Fort, NC



The track side of the depot



The loading dock with lighted interior.



The Stationmaster checks in with the dispatcher.

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### **Railroad Trivia Answer**

Advertised by Southern Railway in November 1965, this is a 92' long car built by the Southern Railway. It is said to be one of the world's longest cars. With 10,000 cubic feet of space, the car's interior is 84 feet long, 9 1/2 feet wide and nearly 12 feet high and it has carried 100 hogsheads of tobacco (that's 105,000 pounds of tobacco, or about 80 acres of tobacco). A hogshead is an old unit of measurement using a barrel as the container.



The car was unique to the Southern Railway. Many rail cars have been built to haul a specific cargo, ranging from autos to zebras, and this boxcar is no different. Back in 1961 the Southern Railway decided that they needed a better and more efficient way to transport 1,000-pound bales of tobacco. The 40' cars used in the past had lived out their usefulness and were ready to retire. With a new, much larger design, more bales could be hauled in one car and cut back on costs. With a capacity of 9,610 cubic feet, the hogshead had nearly three times the capacity of the 40' cars they replaced.



Hogsheads of tobacco capacity comparison

All 100 cars were built by Southern's own Coster Shops in Knoxville, Tennessee. The first car was numbered 9799 and was a little different than the rest of the series. On the ends, this car had a different style of ladder and a low-mounted brake wheel. The ladders on the ends started out at the bottom like normal ladders but increased in width toward the top. With this arrangement, a railroad employee could reach the center walkway easier and avoid the sloped part of the roof.

These cars served Southern Railway and later for Norfolk Southern for a long time. They were used mainly in North Carolina and Virginia and could be seen at just about any tobacco manufacturer's plant.

Later in their lives, changes in tobacco usage, packaging, taxation, and a general industry downturn left many of these giants as surplus equipment. They found a temporary reprieve from retirement by being used to haul aluminum-can stock coils, furniture, and truck tires for Goodyear.

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### **Web Bits**

This 1956 Pontiac Chieftain station wagon has been restored as HY-RAIL MOTOR CAR NO. 18. By the Nevada Northern Railway.



A interesting hy-railer. I'm not sure where this is, but the car tag is from Virginia.



This link gives information on [North Carolina Railroads](#) from 1840 to 1940. It has a list of a lot of defunct, but interesting railroads.

This link [NC DOT Railroad Map in PDF](#) will provide a pdf map of the railroads in NC.

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**See you next month!**