

PGRS TRACKIN'



The Newsletter of the Piedmont Garden Railway Society

August 2024

EDITOR'S GREETING

Greeting from West Glacier, Montana as I write this edition. We're still on the road out west enjoying the beauty of our country. We have been lucky to ride a few trains as well. As always, a special thank you to this month's contributors.



CLUB NEWS

There is no club news to report other than this message from our member Dick Nealon:

Greeting to our PGRS friends. We are in assisted living, less than a mile from Amtrak Northeast Corridor (line to Boston). Still trying to find people to take me to the New Rochelle station to train watch - have yet to see an Acela go by!

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SOCIETY WEB PAGE

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CLUB NEWS Continued

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](#) or contact:

Don Watson
125 Mistletoe Trail
Hendersonville, NC 28791

Train Show Calendar reminders:

August 3 & 4: Bluegrass Model Railroad Club Annual Train Show
Oleika Shriners Temple
326 Southland Dr, Lexington, KY 40503

August 24 : 65th ATLANTA MODEL TRAIN AND RAILROADIANA SHOW
GAS SOUTH CONVENTION CENTER

Sept 14: Fort Mill, SC: Clarion Hotel, 3695 Foothills Way; 9am-3pm

FYI

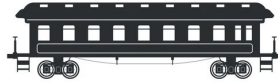
Big Boy No. 4014 will depart on the "Heartland of America Tour" on Thursday, Aug. 29 from Cheyenne, Wyoming, and travel across nine additional states: Arkansas, Colorado, Illinois, Iowa, Kansas, Missouri, Nebraska, Oklahoma and Texas. The eight-week tour concludes in late October. No. 4014 will be on display in the following locations:

- Sunday, Sept. 8: **Rochelle, Illinois** (Chicago metro area)
- Sunday, Oct. 6: **Houston, Texas**
- Thursday/Friday, Oct. 10-11: **Fort Worth, Texas**

Additional route details with additional whistle stops, display locations and times will be shared later in August. In all, Big Boy No. 4014 will visit 14 states in 2024, including five states during this summer's "Westward Bound" tour from Wyoming to California.

CLUB NEWS Continued

The Club's mission is to promote and to further the enjoyment of large scale model railroading among its members, their families and their guests as well as the public at large.

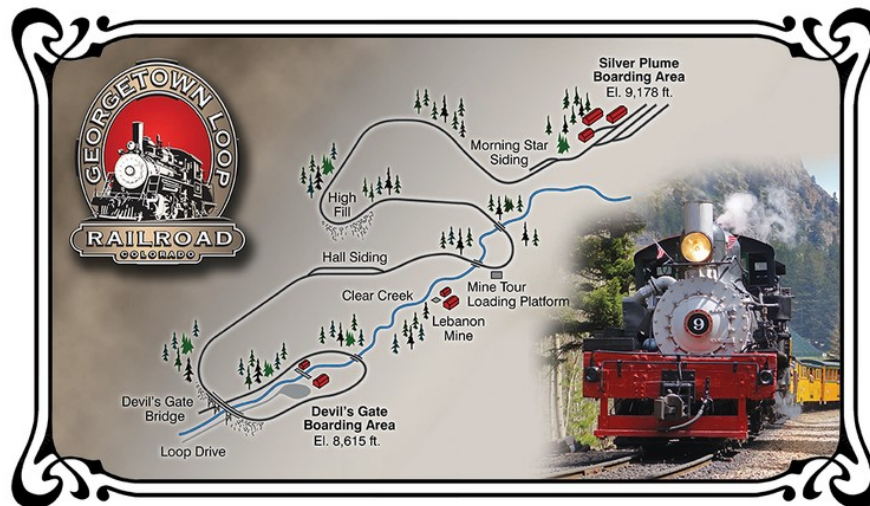


RAILROAD TRIVIA QUESTION

What famous class of ALCO locomotives was originally to be called the Wasatch class? The answer is found later in this newsletter.

RAIL-FANNING PROTOTYPES TO INSPIRE A GARDEN RAILWAY PROJECT

The very first Garden Railways magazine I ever bought had a model of the Georgetown Loop on the cover. The current prototype, a tourist line, is located in Georgetown, Colorado. The Georgetown Loop Railroad is a narrow gauge heritage railroad located in the Rocky Mountains in Clear Creek County, adjacent to Interstate 70. This tourist train runs between the communities of Georgetown and Silver Plume. The route is 4.5 miles long and ascends an elevation of 640 feet through mountainous terrain along with trestles, cuts, fills, and a grand loop over an iron trestle.



RAILFANNING— Continued

The Georgetown Loop Railroad was one of Colorado's first visitor attractions. This spectacular stretch of 3 ft narrow gauge railroad, built by the Georgetown, Breckenridge and Leadville Railway, was completed in 1884 and considered an engineering marvel for its time. The thriving mining towns of Georgetown and Silver Plume lie 2 miles apart in the steep, narrow canyon of Clear Creek in the Rocky Mountains west of Denver. Engineers designed a corkscrew route that traveled nearly twice that distance to connect them, slowly gaining more than 600 feet in elevation. The route included horseshoe curves, grades of up to 4%, and four bridges across Clear Creek, including the massive Devil's Gate High Bridge.

The Georgetown, Breckenridge, and Leadville Railroad had been formed in 1881 under the Union Pacific Railroad. The Loop portion of the line was the crowning segment of the line, crossing the top of the gorge on a 95-foot high trestle.

Originally part of the larger line of the Colorado Central Railroad constructed in the 1870s and 1880s, in the wake of the Colorado Gold Rush, this line was also used extensively during the silver boom of the 1880s to haul silver ore from the mines at Silver Plume. In 1893, the Colorado and Southern Railway took over the line and operated it for passengers and freight until 1938.

Between 1906 and 1918, the Georgetown Loop connected with the Argentine Central Railway in Silver Plume, by which tourists could continue onward to the summit of Mount McClellan. Prior to 1916, the Argentine Central also served several large silver mines on the east side of Argentine Pass.

The line was dismantled in 1939, but was restored in the 1980s to operate during summer months as a tourist railroad, carrying passengers using historic 3 ft narrow gauge steam locomotives.

We had an opportunity to ride this train during July while on our camping trip out west. The train ride by itself is about 1 hour and 15 minutes. The train ride and a mine tour together (offered April through September) is a 2 ½ hour experience. The latter is what we did.

As a model railway it could be just as the prototype as a point to point operation. The locomotive pulls the train up grade then does a run around at Silver Plume and acts the brakes when it backs downgrade to the Devil's Gate.

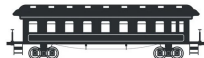
RAILFANNING— Continued



RAILFANNING— Continued



RAILFANNING— Continued



THE BACKSHOP MODELING PROJECTS AND TIPS

DESIGNING A PONDLESS WATERFALL FEATURE

What is a Pondless Waterfall?

A pondless waterfall is a beautiful, low maintenance way of adding moving water to your landscape without the commitment of building an entire pond! The water flows from a waterfall down a stream and then drops off to disappear into a hidden underground basin. The water is then cycled back up to the waterfall spillway using a hidden submersible pump.

Benefits of a Pondless Waterfall

- Low maintenance - less equipment, less cleaning
- Easy installation when compared to a regular pond
- Adds the sound of flowing water to your landscape
- Increase curb appeal
- No filtration system needed
- Safe for kids and pets to play beside
- Can add a pond in the future
- Uses less power than a pond
- Turn off at anytime as there is no filtration
- Easily winterize the feature by bringing the pump inside.



THE BACKSHOP
MODELING PROJECTS AND TIPS
Continued

HOW TO DESIGN A PONDLESS WATERFALL

A pondless waterfall is a simple system that can fit into any sized landscape. From adding a small tranquil stream beside your front door, to a gushing waterfall feature in your backyard, with a bit of creativity anyone can install one! The system works by creating an underground basin/pool that is covered by a layer of rocks. This gives the appearance that the water is disappearing into the ground. Using a submersible pump located at the lowest point in the basin, the water will cycle up to the waterfall spillway and then back down the stream. The best way to achieve a natural look for this feature is to place the waterfall spillway at a higher elevation than the basin. Be creative in your design by adding plants, rocks, focal points and multiple tiers for the water to spill over. You can even add lights to enjoy the feature at night. Ensure that you set up the water feature so that it can be enjoyed from the angle at which you will look at it most.



THE BACKSHOP
MODELING PROJECTS AND TIPS
Continued

Waterfall Spillway

The easiest way to add a beautiful, even waterfall is with a waterfall spillway such as the [AquaScape Waterfall Spillway](#). This unit spreads the water out evenly, creating a smooth, consistent stream of water. The unit is easy to disguise in your landscape and requires minimal set up. To size your waterfall spillway use this rule of thumb: Every inch of spillway requires a minimum of 100 gallons of water per hour for a standard waterfall flow. For a more splashy effect you can increase it to 200 gallons per inch of waterfall spillway per hour.

Example: On a 12" spillway, pump an average of 1200 gallons per hour.

Pond Liner

A pondless waterfall requires two liners: one for the waterfall and one for the underground basin. To size the waterfall determine the length and width of the stream and then add extra length to allow the liner to overhang into the basin. Extra liner will also be required to sit underneath the waterfall spillway - where it will be secured to the back inlet. The basin holds the water needed to circulate through the waterfall. As a result, be careful to ensure it is large enough that all the water will fall into the basin without splashing out.



THE BACKSHOP
MODELING PROJECTS AND TIPS
Continued

Pump

The submersible pump circulates the water from the basin up to the top of the waterfall. To size a pump for this project you first must determine the width and height of your waterfall as well as the head pressure it will create. As mentioned previously you can use our waterfall rule of thumb: pump 100 gph of water per inch of waterfall spillway. A waterfall that is 5' high with a 12" spillway would need a pump that can produce a minimum of 1200 gallons per hour at 5' of head pressure.



Pump Vault

The pondless waterfall is designed to create a disappearing flow of water, which requires the pump to be hidden in the underground water basin. To make maintenance of the pondless waterfall easier, we recommend using a pump vault. A pump vault is a box that houses the pump within the basin. The pump vault helps keep any rocks or other debris from being sucked into the pump. This structure allows the pump to be easily taken out of the pond without disturbing the gravel.

THE BACKSHOP

MODELING PROJECTS AND TIPS

Continued



Basin Structure

Once the waterfall is completed it will give the appearance that the water disappears into the ground. This look is achieved by creating an underground water collection basin. We recommend using [AquaBlox](#) for this structure as they are easy to install and extremely durable. AquaBlox are quite strong allowing the user to walk right up to the waterfall without worry of the basin collapsing. Alternatively, you could use regular crates but you aren't going to get the same long term reliability. When designing the basin, measure the pump vault and create a deeper level for it to site on. Adding the pump vault to the lowest point in the basin ensures it will continue to run even when the water level drops due to evaporation. Use a liner to keep the water contained.

Accessories

In addition to the main equipment, you will need a sealant to combine all the parts, piping and the appropriate adapter fittings.

Sizing

After deciding on the location of the waterfall within your landscape, measure out the space for the waterfall. Be sure to account for the space taken up by the basin. Once you determine this you can begin by choosing your waterfall width, followed by the total height. Once you know the size of the feature, choose a pump and AquaBlox to suit the size of waterfall you'd like to create. Determining the size of the basin can be a bit tricky and it may include some trial and error when building.



RAILROAD TRIVIA ANSWER

The Union Pacific 4-8-8-4 class series, originally to be called the "Wasatch", class after the Wasatch Mountains, acquired its name after an unknown ALCO worker scrawled "Big Boy" in chalk on the front of No. 4000's smokebox door, then under construction as the first of its class

The 25 Big Boy locomotives were built to haul freight over the Wasatch Range between Ogden, Utah, and Green River, Wyoming. In the late 1940s, they were reassigned to Cheyenne, Wyoming, where they hauled freight over Sherman Hill to Laramie, Wyoming. They were the only locomotives to use a 4-8-8-4 wheel arrangement: four-wheel leading truck for stability entering curves, two sets of eight driving wheels and a four-wheel trailing truck to support the large firebox.

Today, eight Big Boys survive, with most on static display at museums across the United States. One of them, No. 4014, was re-acquired by Union Pacific, and between 2014 and 2019 was rebuilt to operating condition for the 150th anniversary of the first transcontinental railroad. It thus regained the title as the largest and most powerful operating steam locomotive in the world.

Earlier this summer, Union Pacific's legendary [Big Boy No. 4014](#), toured in five states during its 2024 Westward Bound Tour from Wyoming to California. which began June 30 and concluded July 26, 2024.

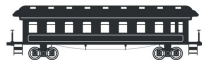
It and its train were scheduled for 19 "whistle stops," generally of 15 to 30 minutes, in five states, as part of its tour.

We just happened to be camping in Brigham City, Utah which was one of those whistle stops.

To be notified when news about Union Pacific's legendary steam program becomes available, join the Official Union Pacific Steam Club at <http://UP.com/SteamClub> ! Steam club members always get notified first when news about Union Pacific's steam program is released!

Here's a couple of the photos taken during that whistle stop.

RAILROAD TRIVIA ANSWER
Continued



MEMBER STORIES

By Randy Theis

I open up my layout each summer for the grandkids of our neighborhood to run. I keep it to 2-3 kids at a time to avoid arguing about whose turn it is.



Everyone gets the obligatory picture with Thomas.



Smart engineer found some shade.

MEMBER STORIES
Continued

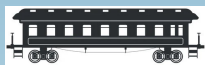


The monster of the railroad checking out the operation

MEMBER STORIES
Continued



A couple of future engineers are getting a little training.



WEB BITS

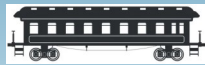
Alweg, founded by Dr. Axel Lennart Wenner-Gren, was a company that developed and tested the first monorail trains. The company was established in a suburb of Cologne, Germany, where they built a test track in Fulmingen, Cologne. The track demonstrated the success of the monorail system on curved tracks and proved its viability in challenging terrain.

Although Alweg's monorail system didn't become a successful intercity express system, they did have some notable projects, including designing and



WEB BITS - Continued

developing the original monorail system at Disneyland, which opened in 1959. Today, Alweg's technology is used in some of the world's busiest monorail lines, including those in Tokyo, Japan, and Chongqing, China. However, Alweg faced financial difficulties and eventually licensed their technology to Hitachi Monorail in 1960. Hitachi continues to build monorails based on Alweg's technology around the world. Interestingly, some original Alweg cars are still in operation today, having traveled over one million miles in Seattle, Oregon.



BUSINESSES ASSOCIATED WITH OUR CLUB



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You can now reach Jim at: hendleyjim4@gmail.com

Or....(828) 333-2523

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.

