

# PGRS TRACKIN'



Newsletter of the Piedmont Garden Railway Society

**February 2021**

**Editor: Scott Williams**



**Just another snowy day in Colorado.**

I think I prefer winter in the Carolinas. I really enjoyed waking up to a little snow for Christmas day here in Asheville. Just the right amount too.

The weather has been great for building models, getting your locos off the shelf and checking the 'lubrication situation' and repairing buildings if they need it.

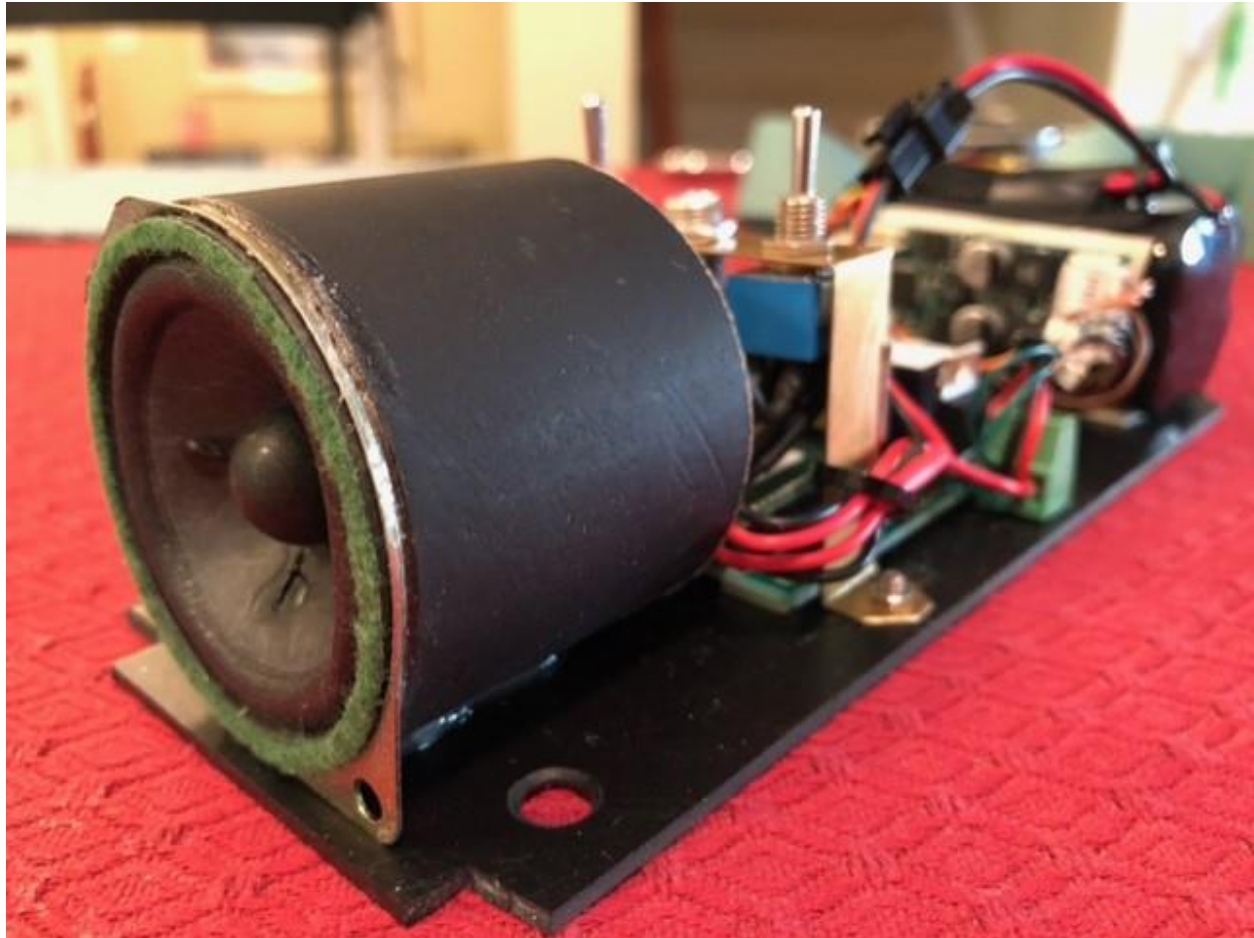
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**Doc Watson** has not been sitting idle at home and has made good progress with the electronic components of his Mogul build:

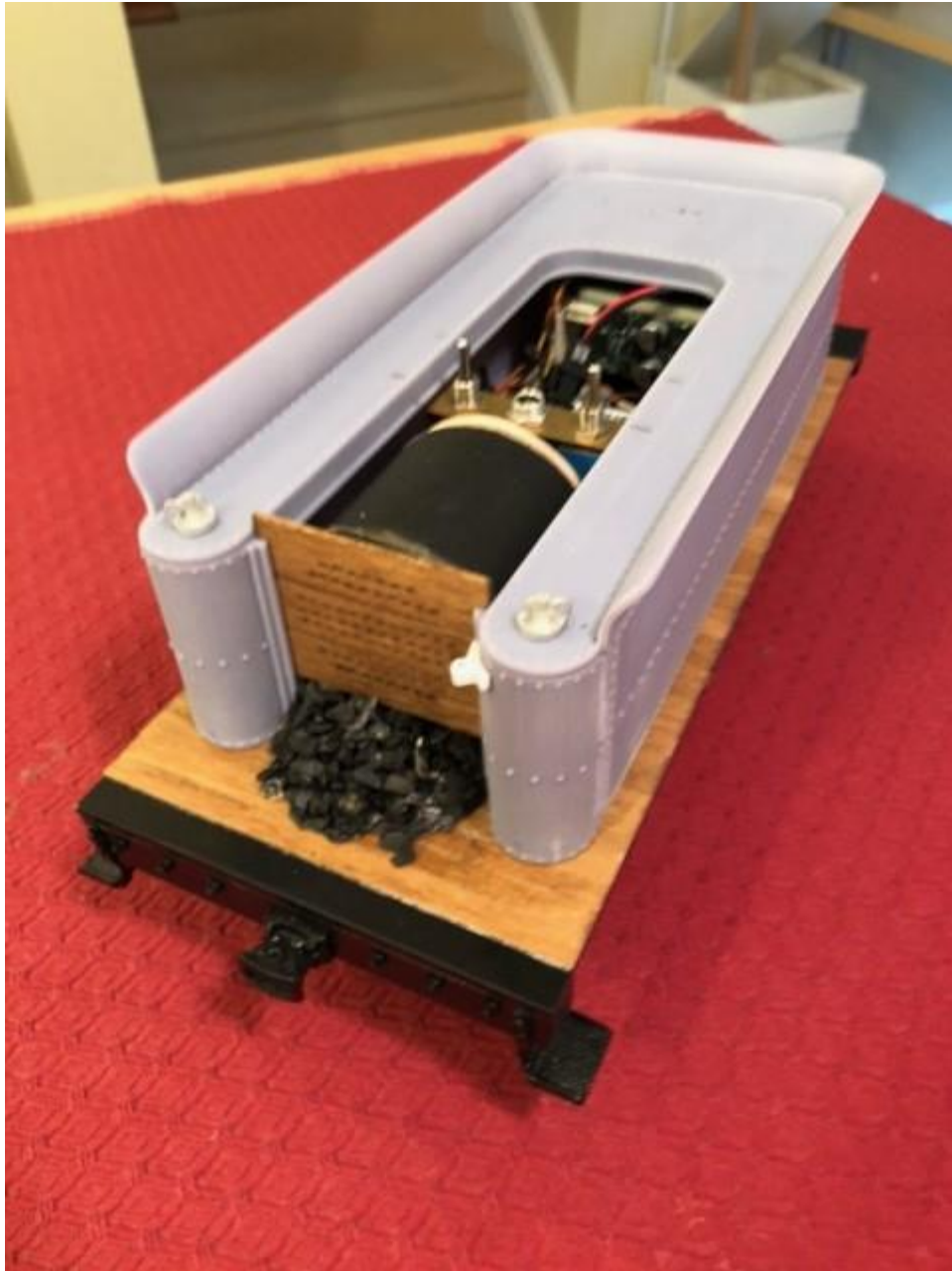
*More progress on my custom Cooke Mogul. Before completing the details on my tender I decided it was time to figure out how to install my sound and control components. To be different, this time I decided to build a sound and control module/sled to just sit in the tender and be completely self-contained. I have plenty of room.*



*The speaker is mounted horizontal instead of the normal vertical position. This avoids the issue of having to drill a bunch of holes in my pretty chassis. It also directs the sound toward the engine instead of the ground. The brass strip holds the on/off/charge switch, the charging jack and the volume switch. The RailBoss card is mounted below that. At the back, the Phoenix sound card is attached to the battery pack.*



*Below shows the module temporarily installed. The wooden piece sits in front to represent the boards that hold back the coal load. I've already made up a little pile of coal to sit in front.*



*Next will come final sanding and painting of the tender followed by making a coal load cover.*

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**Pete Gendron** found this article on an NC news site. It talks about a garden railroad layout I had never heard about and it sounds great! Gibsonville is apparently east of Greensboro and I am no very familiar with that part of the state but it looks like worth checking out on a Saturday if I am driving through the area and they have a Facebook page you can visit too:

Posted in North Carolina October 25, 2018 by Robin Jarvis

## Few People Know About This Incredible Garden Railroad Right Here In North Carolina

What happens when a retired train conductor pairs his life's work with his passion for model trains? A G scale model train park – that's what! The Gibsonville Garden Railroad is located in downtown Gibsonville, North Carolina and has been bringing smiles to the faces of both the young and the young at heart for more than two decades.

Over the years, it has grown to include 1900 feet of track in a garden that's tended by the stewards of this fun railway park.





The G scale train got its name from a German word meaning 'big.' It's a size that's commonly found in outdoor train setups. Over the years, the 'G' has become synonymous with 'Garden' as well: Garden-Scale.



It's here in the garden that **on one Saturday of every month (and a few other special dates)** the trains come alive for everyone to enjoy.







And who knows what sorts of fun trains you'll see each week?! One thing for sure is there will be multiple trains running at any given time on the scheduled Saturdays.





So, bring a chair and something refreshing to drink, and prepare to enjoy this fun family-oriented adventure!

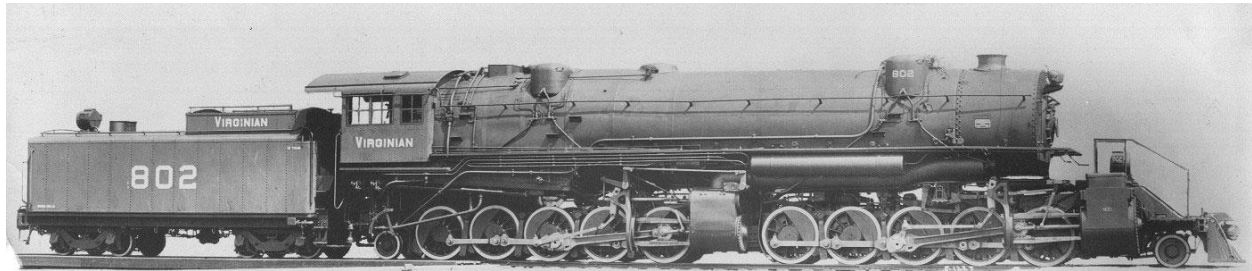


The Gibsonville Garden Railroad is located at 220 East Main St.,Gibsonville, NC. Trains run on the first Saturday of each month, April to December, from 9:00 a.m to 12:00 p.m.

(As a point of reference, Gibsonville is 100 miles north of Charlotte, 45 miles west of Durham, and 40 miles east of Winston-Salem.) Learn more about upcoming special dates and confirm the trains are running on the first Saturday of each month (April through December) on their Facebook page.

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**There's lot's of talk about the Big Boy 4-8-8-4 these days but how about this beast:**



### **Virginian Railway class AE, 2-10-10-2**

Ten locomotives were built in 1918 by ALCO for the Virginian Railway. Overall width was 144 inches, so they were delivered without their cabs and the front, low-pressure cylinders and were assembled after arrival. **The 48-inch low-pressure cylinders (on 90-inch centers) were the largest on any US locomotive; the cylinders had to be inclined a few degrees to provide clearance. The boiler was also the largest diameter of any locomotive;** Railway Mech Engr says "the outside diameter of the largest course is 112  $\frac{7}{8}$  inches." but the drawing shows 118  $\frac{1}{2}$  inches (almost 10') diameter at the rear tube sheet.

As seen in the photograph, the tenders were small so they could use the Virginian's existing turntables.

This class were compound Mallet locomotives: as well as being articulated between the forward, swinging engine unit and the rear fixed one, they were compound locomotives. The rear, high-pressure cylinders exhausted their steam into the huge front cylinders. Like many compound locomotives, they could be operated in simple mode for starting; reduced-pressure steam could be sent straight from the boiler to the front cylinders at low speed, for maximum tractive effort.

Calculated in the usual way the tractive effort was 147,200 lb in compound; or 176,600 lb in simple for the Virginian locomotives.

**Unlike some other giant locomotives of the period which could run out of steam, the immense boilers could generate enough to make them a success on the slow (8 mph or 13 km/h) coal trains for which they were built.** They remained in service until the 1940s and could be called the ultimate drag era locomotive. No locomotive example of this type survived into preservation.

<https://en.wikipedia.org/wiki/2-10-10-2>

[Virginian Railway had tried a Triplex loco in 1916. A 2-8-8-8-4. Class XA]

The XA was unable to sustain a speed greater than five miles an hour, since the six cylinders could easily consume more steam than the boiler could produce.

The XA was sent back to Baldwin in 1920 and was rebuilt as two locomotives, a 2-8-8-0, later converted to 2-8-8-2, and a 2-8-2. Unlike their progenitor which lasted only a few years in service, these two locomotives remained in service until 1953.



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**Bill Larkin is looking for a buyer for his Accucraft live steam Shay:**

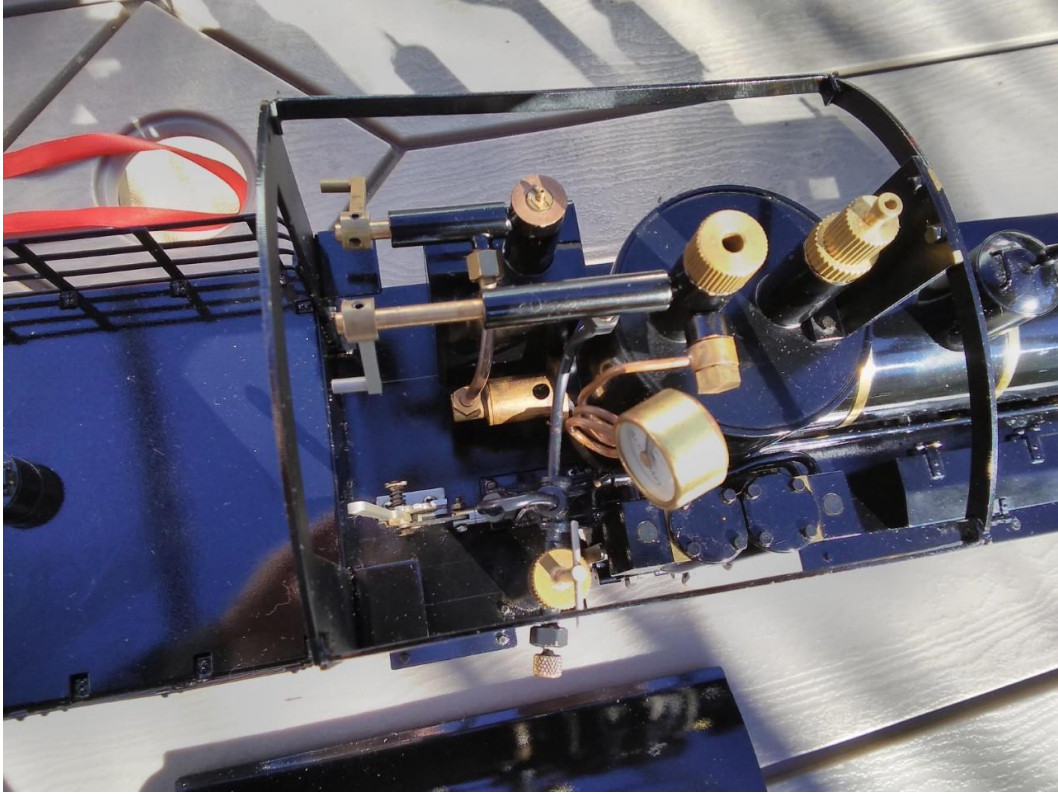
I have owned this loco for several years and have used it very little. Comes with the box and manual.

I will gladly instruct on how to steam.

Asking \$1800.00.

More info at 828-393-9122 or [bnblarkin@hotmail.com](mailto:bnblarkin@hotmail.com)





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## MEMBER PHOTOS:

I have this 1:20.3 Bachmann log skidder on a flat car that I like that they made years ago. I discovered recently that Bachmann made the same donkey skidder boiler in O scale. I bought an On30 flat car kit [which was a BEAR to assemble], but I got through it and then built a base for the Donkey skidder from cedar wood strips that Terry Ketcham recently gave me that I ripped down on my bandsaw and...Voila', I made a 'Mini-Me' of the same car in O scale:



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The Board of Directors have been hashing out ideas for new 'fodder' for the Newsletter. Doc Watson mentioned that club members might enjoy seeing each others' workshops.

To get the ball rolling, I will start with photos of **my** train room. It ain't pretty, **but that's not the point**. My workbench is where I **'get stuff done'**. Our club President Bill Huntman also sent in photos of his train room and workbench and I include them below mine.

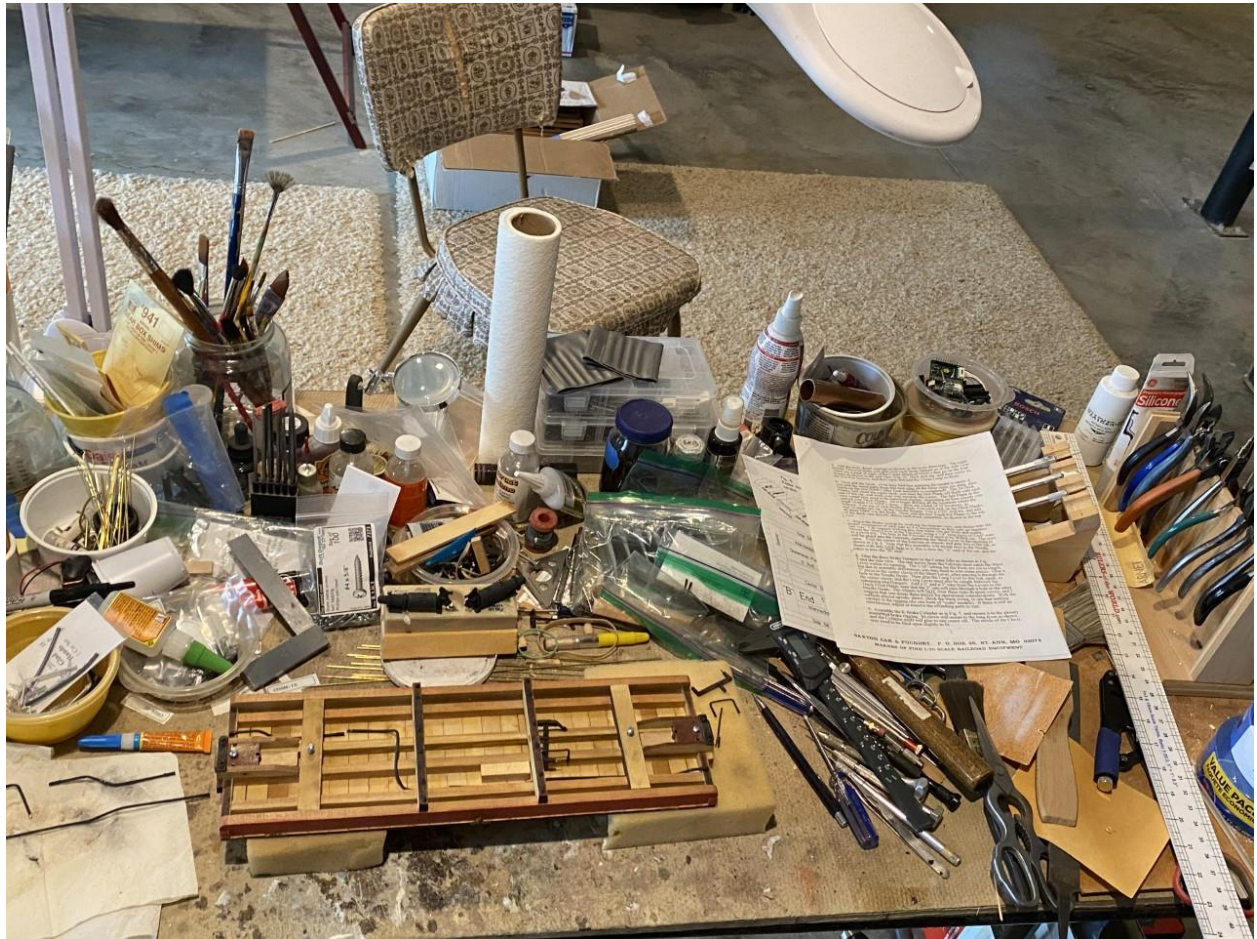
**Please take some photos of your workshop and send them to me at:**  
[srwavl@outlook.com](mailto:srwavl@outlook.com)

Thanks!





Bill H's train space....



He's currently applying air lines and under car details to this flat car kit.







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Please send any idea, project, photo, something you found surfing on the Internet, etc., no matter how great or small they may 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 to: [srwavl@outlook.com](mailto:srwavl@outlook.com)

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**Trivia Question:** Have you ever heard of a 'Poling Pocket'? What were they used for?

[Not to be confused with a Polling Place to Vote, or a "Hot Pocket".]



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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](mailto:docwatson@morrisbb.net)

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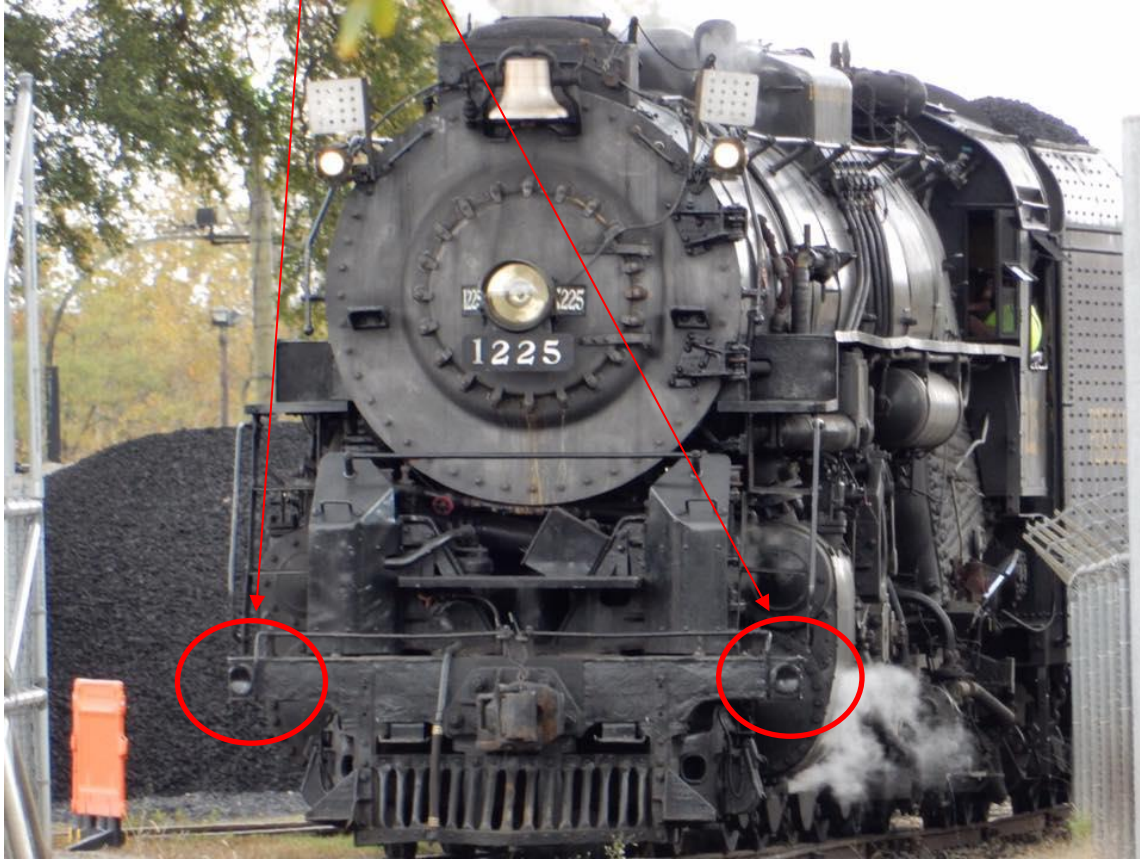
### Train Lovers Luncheons:

...have been postponed until things get safer with the Coronavirus.

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Trivia Answer: Poling Pockets:





“Poling was the once common practice of using a wooden pole to move cars on adjacent tracks. Poling policies differed among railroads, but most had forbidden their crews from engaging in the practice by the 1960s. Interestingly, the Interstate Commerce Commission seems not to have prohibited poling.



Where it was used, poling was an accepted and routine switching method at rail yards. It was a dangerous practice however, as poles could snap under the strain, presenting a potentially lethal hazard to any human or property nearby”.





[\* Editor note: Like seriously...What could go wrong?]



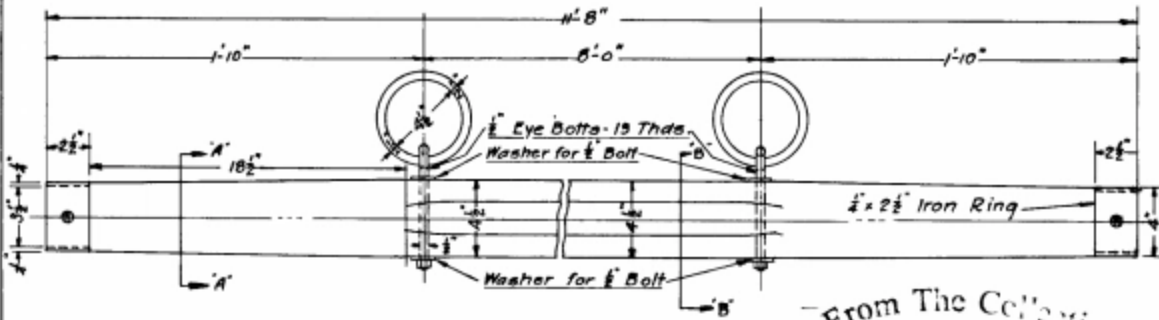
2" x 12 Flat head Wood Screws  
1/2" long  
End View



Section AA



Section BB



Note - Pole to be made of Clear Straight Grained Fir.

From The Collection  
Of The U.P.H.S.

# PUSH POLE

2-8-23

O-W.R.R.&N.Co.

A-7893

**Businesses associated with our club:**

	<p><b>Jim's Train Sales</b> O &amp; G Gauge New &amp; Used Trains <b>Jim Hendley</b> Etowah, North Carolina 28729 <i>Lionel, MTH, USA Trains, PIKO, LGB Bridgwerks Power Supplies, Bachmann Split-Jaw Rail Clamps, O &amp; G Gauge Track</i></p>
<p><i>Garden Railroad Design Old Trains Wanted</i></p>	<p>Email: <a href="mailto:jhh1218@att.net">jhh1218@att.net</a> Phone: (828) 891-7570 Fax: (828) 890-3346</p>

**\*\* 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](mailto:hendleyjim4@gmail.com)

	<p><b>Peggy Keyes</b> Owner / Chief Conductor <a href="mailto:RightTrackTrainMuseum@gmail.com">RightTrackTrainMuseum@gmail.com</a> 828/625-5551</p>
<p><b>The Right Track Toy Train Museum</b> A non-profit museum to benefit Pancreatic Cancer research 2414 Memorial Hwy (Rte 64/74) Lake Lure, NC 28746 Find us on Facebook!</p>	

**\*\* Peggy Keyes announced on Facebook that due to Covid the museum will be closed until further notice. Check **The Right Track** Facebook page for further developments.**