

PGRS TRACKIN'



The Newsletter of the Piedmont Garden Railway Society

FEBRUARY 2025

EDITOR'S GREETING

Let's get building. I have obtained several kits over the years and I plan to get building them! Anyone who has similar plans should consider documenting their work with photographs and stories they can share. Any club's purpose is to share and inspire others, and as our club's mission statement defines, we should promote the hobby with our efforts. Get busy!



OUR CLUB'S MISSION

Our 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.

Society Officers

Bill Massey – President
coachbillmassey@aol.com
Vacant – Vice President

Jim Redmond – Secretary / Treasurer
Jim.Redmond@Alumni.Duke.edu

BOARD MEMBERS:

Jon Bole
Jarabhill@windstream.net
Fran Monahan
MargeMonahan2@gmail.com
Jim Redmond
Jim.Redmond@Alumni.Duke.edu
Scott Williams
srwavl@outlook.com
Wayne Hamilton
railman1959@aol.com

WEB SITE ADMINISTRATORS

Larry Williams (Acting)
LDWeng55@gmail.com
Dan Bails (Assistant)
DanBails339@gmail.com

NEWSLETTER EDITOR

Wayne Hamilton
railman1959@aol.com

SOCIETY WEB PAGE

WWW.PIEDMONTGARDENRAILWAY.ORG



CLUB NEWS

Our spring 2025 Train Fest is scheduled for April 12th from 10am to 2pm. The location will be at Lutheridge Conference Center on Hendersonville Rd in Arden, NC. There will be fun classes, sharing your knowledge about trains, fabulous door prizes, and great bargains on train equipment and supplies. More details on the program will be forthcoming.

Reuters children hospital in Asheville is looking for an additional person to maintain their display train. Fran Monahan will work with the new volunteer on what is required. Also, Fran could use some help next month with our club table at the train show at the WNC Ag Center in Fletcher. The show hours are Feb. Fri 21st from 12 to 7 and Sat. the 22nd from 9 to 4. Call Fran at 828-674-0707 for details.

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:

Jim Redmond
PGRS Secretary/Treasurer
112 Woodland Way
Greenville, SC 29601

2025 Train Show Calendar reminders with web links:

Asheville Train Show February 21-22 at the WHC Ag Center Expo Building

Info @ [Asheville Train Show](#)

CRMHA MODEL TRAIN EXPO Easley, SC February 14th & 15th

Info @ [MODEL TRAIN EXPO - Central Railway Model & Historical Association](#)

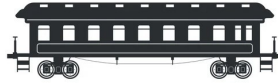
Piedmont Division NMRA Model Train Show March 8th & 9th

Info @ [Piedmont Division Model Train Show - Model Train Show](#)

Info @ [Piedmont Division Model Train Show | National Model Railroad Association](#)

CLUB NEWS Continued

Fran Monahan is still continuing to downsize his collection and still has a lot of his trains sale. If anyone is interested he can send them a list. He can be contacted at MargeMonahan2@gmail.com or 828-674-0707.



RAILROAD TRIVIA QUESTION

Maine is famous for their narrow gauge two foot railroads. What were these railroads' names? The answer is found later in this newsletter.

RAIL-FANNING PROTOTYPES TO INSPIRE A GARDEN RAILWAY PROJECT



The Cuyahoga Valley Scenic Railroad is a Class III railroad operating diesel-electric and steam-powered excursion trains through Peninsula, Ohio, in the Cuyahoga Valley, primarily through the scenic Cuyahoga Valley National Park. CVSR offers a variety of trips throughout the year. It operates excursion trains, and in a partnership with the NPS, the railroad helps visitors access various parts of the Cuyahoga Valley National Park. The CVSR also co-operates with Wheeling and Lake Erie Railway (WLE) to operate on trackage south to Canton.

National Park Scenic excursions allow passengers to ride throughout the entire route as well as get on and off at various stations along the way.

RAILFANNING— Continued

For a small fee, a bicyclist may ride the train one way from any one of CVSR's nine stations. The bike is loaded onto a re-purposed baggage car and bikers are seated in a car directly following it. Similar programs are in place for hikers, runners and passengers with kayaks for a slightly different price. The Explorer program (previously known as Bike Aboard) is only offered from May through October. In summer 2003, CVSR began service between Akron and Canton.

We rode the train in the late summer of 2024 enjoyed riding in some former Zephyr dome coach cars. The train is setup in a push-pull arrangement for a trip of about 13.5 miles through the National park.



Peninsula Depot is a ticketing office and boarding location for [Cuyahoga Valley Scenic Railroad](#). It is also the only historic depot remaining in the valley. However, even it has gone through change. A fire destroyed the original Peninsula Depot in the 1960s. In 1968, local designer and historic preservationist Robert Hunker purchased the depot in the village of Boston and moved it two miles to this location. Thus, today's Peninsula Depot started its life as the [Boston Mill Depot](#).

RAILFANNING— Continued



Track Bumper

RAILFANNING— Continued



Our Zephyr dome-coach car.



RAILFANNING— Continued



CUYAHOGA VALLEY RAILROAD
CUYAHOGA

PENINSULA DEPOT
DATE JUNE THRU SEPTEMBER
TIMETABLE
WEDNESDAY - SUNDAY

SOUTHBOUND DEPARTURES

11:10 AM	↓
1:40 PM	
4:10 PM	

ONE-WAY

NORTHBOUND ARRIVALS

↑	10:50 AM
	1:30 PM
	3:50 PM

RAILFANNING— Continued



Dome Car interior photos; a very comfortable trip.

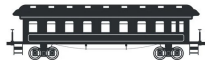


Car hallway



Me mugging for the camera

RAILFANNING— Continued

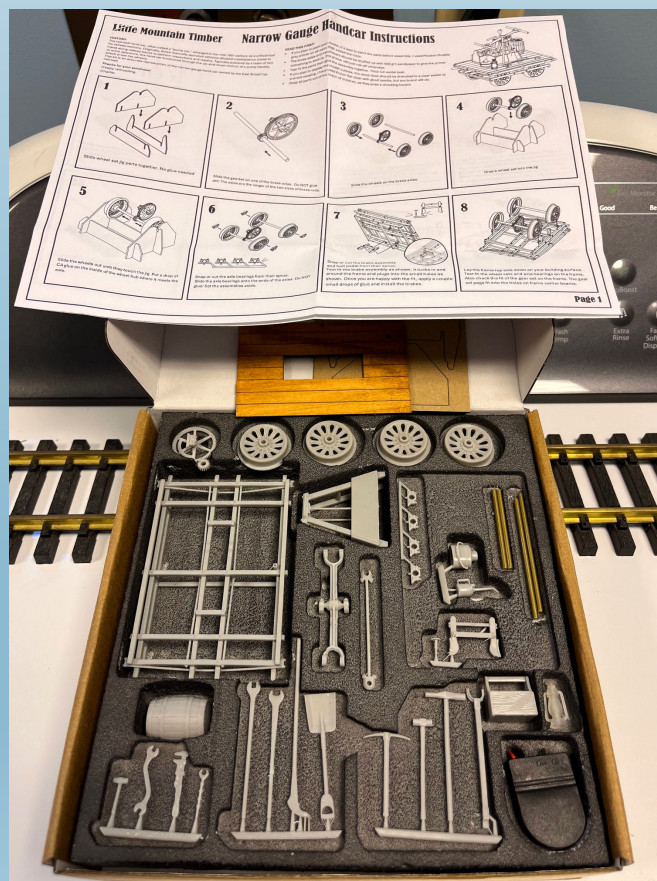


THE BACKSHOP

MODELING PROJECTS AND TIPS

I am working on several projects at once. One is a cast resin kit of a hand cart shed from Ty's Planes and Trains. Another is a 3-D resin printed railway hand cart from Little Mountain Timber.

The shed building kit is pretty basic without even a floor, which will need to be scratch built. The other kit is more similar to styrene model kits we built as kids. Both highlight the differences in low mass-market resin kits and what skills the modeler is expected to have. I would still though consider these to be intermediate type kits that most experienced modelers can complete. Follow the usual tips on resin kits with regard to cleaning, sanding, painting, weathering, and adhesives and you will have a very nice model. Both these companies sell other kits if you want to try a more simple project. Here are links to both companies: [Little Mountain Timber](#) | [eBay Stores](#) and [Tys Planes - Home](#)



The handcart kit

THE BACKSHOP
MODELING PROJECTS AND TIPS
Continued



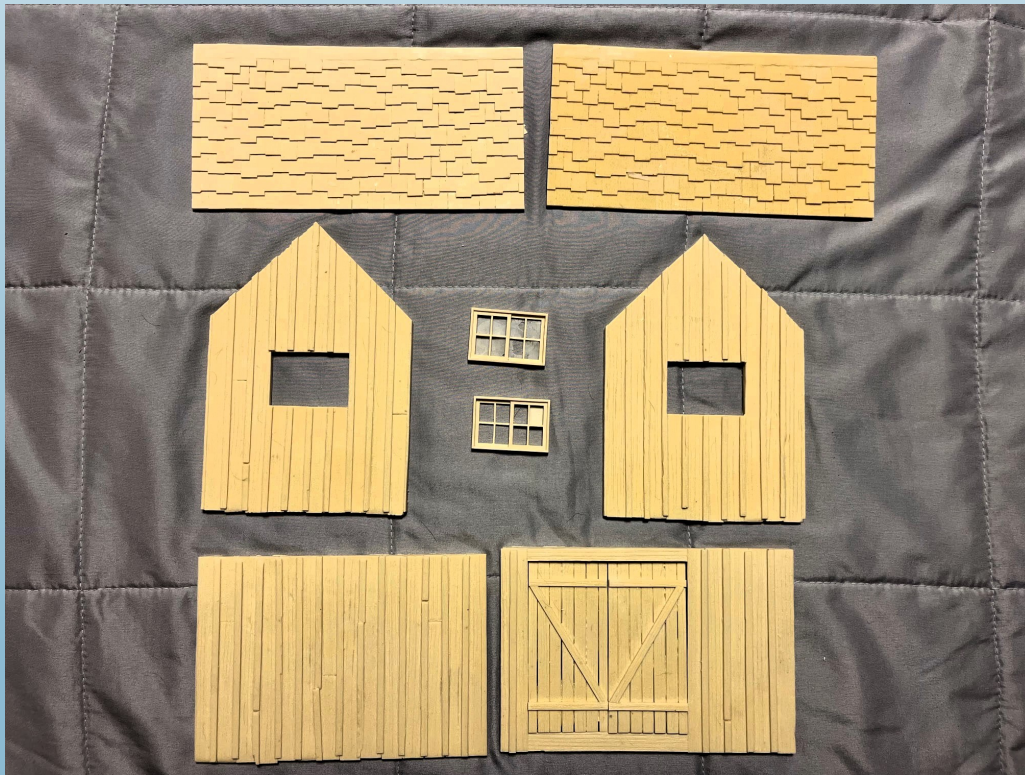
Another kit from Little Mountain Timber are their laser cut wooden pallets, which I am pre-staining here. Below is a completed pallet with a pair of 3-D printed steel drums. They are yet to be painted. The pallet nail holes were part of the laser cutting detail process for the kit and are a nice touch.



THE BACKSHOP MODELING PROJECTS AND TIPS Continued



This is where I'm headed on this project. More details next month.



The resin cast shed kit does need quite a bit of flash clean-up. It was available with either a simulated tar paper or wood shake roof. I chose the wood shake roof as this is a backwoods style diorama structure. I plan to model the doors as open, so an interior will need to be scratch built along with the floor.



RAILROAD TRIVIA ANSWER

Between the 1870s until the 1940s, some 200 miles of narrow gauge lines had been laid to serve many of Maine's smaller communities. Eventually there were five of these railways:

Sandy River and Rangeley Lakes (1879-1935)

Bridgton & Saco River / Bridgton & Harrison (1881-1941)

Monson (1883-1943)

Kennebec Central (1890-1929)

Wiscasset, Waterville and Farmington (1894-1933)



While most narrow gauge railroads in the US have rails spaced 3 feet apart, Maine developed an almost entirely unique system in North America of rails spaced even closer together – 2 feet. The advantage was that Maine's remote towns, separated by rocky hills, thick forests, and undulating topography, could be most efficiently served by 2-foot rails. The 2-foot system was inspired by railways

in Wales that had conquered their own challenging terrain with this unique rail system.

To prove the advantage of 2-foot railroading in the US, one particular railroad promoter, George Mansfield, opened a series of these railroads in the late 19th century, first in Massachusetts, and then in Maine. Mr. Mansfield's estimations were correct: it usually cost $\frac{1}{3}$ to $\frac{1}{2}$ to construct a 2-foot rail-

RAILROAD TRIVIA ANSWER— Continued

-road as it would to construct a standard gauge railroad, and the day-to-day operational savings were just as impressive. It is worth noting that while many visitors regard our 2-foot equipment as a novelty, their small size and unique proportions came about because of operational necessity.

The disadvantage was that while 2-foot railroads were affordable to operate and easy to build, the small width between the rails meant that locomotives, passenger cars, and freight cars had to be scaled down accordingly. This limited their power and speed – but at a time when freight shipments were smaller, and high speed was not a large priority for most customers, this was rarely a big problem.

Like the majority of railroads at the time, Maine's 2-foot narrow gauge railroads fell victim to increased competition from automobiles and better public roads in the 1920s and 30s. One by one, the 2-foot railroads closed, scrapped or sold their equipment, and tore up the narrow roadbeds. The last railroad to close was the Monson Railroad which ironically was the shortest of Maine's narrow gauge railroads.

There are still several tourist lines operating in Maine and the links are included below:

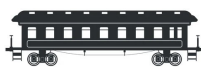
[WW&F Railway | Steam Train Rides and Museum in Alna, Maine](#)

[Maine Narrow Gauge Railroad Co. & Museum](#)

[Home | Sandy River & Rangeley Lakes RR](#)

[Where History Moves You - Railway Village Museum](#)

[Tourist & Museum Railways in Maine](#)



WEB BYTES

Bachmann Trains has been reissuing many of the former Aristocraft trains models. These include the Evans boxcars, 100 ton hoppers, speeders, GP-40, and Dash 9 locomotives. The 2025 catalog announcement can be seen here on YouTube at: [Bachmann 2025 Catalog Announcements](#)

Marklin is keeping LGB products afloat and their 2025 YouTube announcement can be seen here:

[Märklin New Products 2025](#)



BUSINESSES ASSOCIATED WITH OUR CLUB

	<p>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</p>
--	---

Garden Railroad Design, New and Used Track
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 Luncheon** will usually be the first Thursday every month from 10am to 2pm at the Hendersonville Depot. Bring trains to run.
The **Greater Greenville Train Lovers Luncheons** are on the first Tuesday of every month at the A&P Restaurant in Greer starting at 11:30 AM.
The **Columbus Train Lovers Luncheons** are held at 12:00 on the Third Thursday of each month at Sully's Restaurant in Columbus.

