

PGRS TRACKIN'



The Newsletter of the Piedmont Garden Railway Society

JANUARY 2025

EDITOR'S GREETING

Happy New Year! Hopefully everyone has made their model train related new year's resolution. I'm committing to rebuilding my storm damaged layout and getting more of my locomotives converted to battery power. If successful, it'll be more newsletter fodder, but I invite all of our members to consider a resolution to submit more material for our newsletter.



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.

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SOCIETY WEB PAGE

WWW.PIEDMONTGARDENRAILWAY.ORG



CLUB NEWS

Our spring 2025 Train Fest has been scheduled for April 12th. The location will be at Lutheridge Conference Center on Hendersonville Rd in Arden, NC. More details will be forthcoming.

Your PGRS Officers and Board are actively planning the agenda for Train Fest. Since our Fall meeting was cancelled, we hope to make the next one better than ever. Please send in any ideas to your Officers or Board members.

Please note that instead of having the AVMRC/PGRS members' day on January 2nd, it's being moved to **January 9th** to avoid the holiday traffic and individuals being out of town. This is also known as the Asheville Area Train Lovers Luncheon. It will still be from 10a to 2p. Please bring something to run.

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:

CAMRC TRAINSHOW January 4th & 5th

Info @ [GENERAL INFORMATION | CAMRC](#)

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

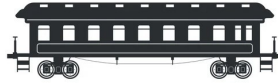
Info @ [MODEL TRAIN EXPO - Central Railway Model & Historical Association](#)

Piedmont Division Model Train Show March 8th & 9th

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

CLUB NEWS Continued

Fran Monahan is 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

On March 27, 1880, the Santa Fe and the D & RG signed what was called the "Treaty of Boston". What was this all about? The answer is found later in this newsletter.

RAIL-FANNING PROTOTYPES TO INSPIRE A GARDEN RAILWAY PROJECT



Royal Gorge Route
RAILROAD

The **Royal Gorge Route Railroad** is a heritage railroad based in Cañon City, Colorado. A 1950s-era train makes daily 2-hour excursion runs from the Santa Fe Depot through the Royal Gorge along a famous section of the former Denver and Rio Grande Western Railroad. We took the opportunity to ride this train last summer while we were camping in Pueblo, CO. The Royal Gorge Route Railroad operates trains year-round through the Royal Gorge from Cañon City, Colorado to the western terminus in Parkdale, Colorado. The train is a destination attraction that carries passengers under the Royal Gorge suspension bridge. [RGRR Brochure 2023-FINAL.pdf](#)

RAILFANNING— Continued

A highlight of the gorge route is the 1879 hanging bridge located along the north side where the gorge narrows to 30 feet and the sheer rock walls plunge into the river. Designed by Kansas engineer C. Shallor Smith and built by Santa Fe construction engineer A.A. Robinson for \$11,759, the bridge consists of a 175-foot plate girder suspended on one side under A-frame girders that span the river and are anchored to the rock walls. Strengthened over the years, the bridge remains in service today. Here are a few photos of our trip.



The mission style Santa Fe depot in Cañon City, CO.



RAILFANNING— Continued



My wife in front of our coach for the trip.

Below; a view from one of the open cars of the high bridge.



RAILFANNING— Continued



The hanging bridge ghost lettering of the Rio Grande above.



RAILFANNING— Continued



Expansive views of the river and canyon.



RAILFANNING— Continued

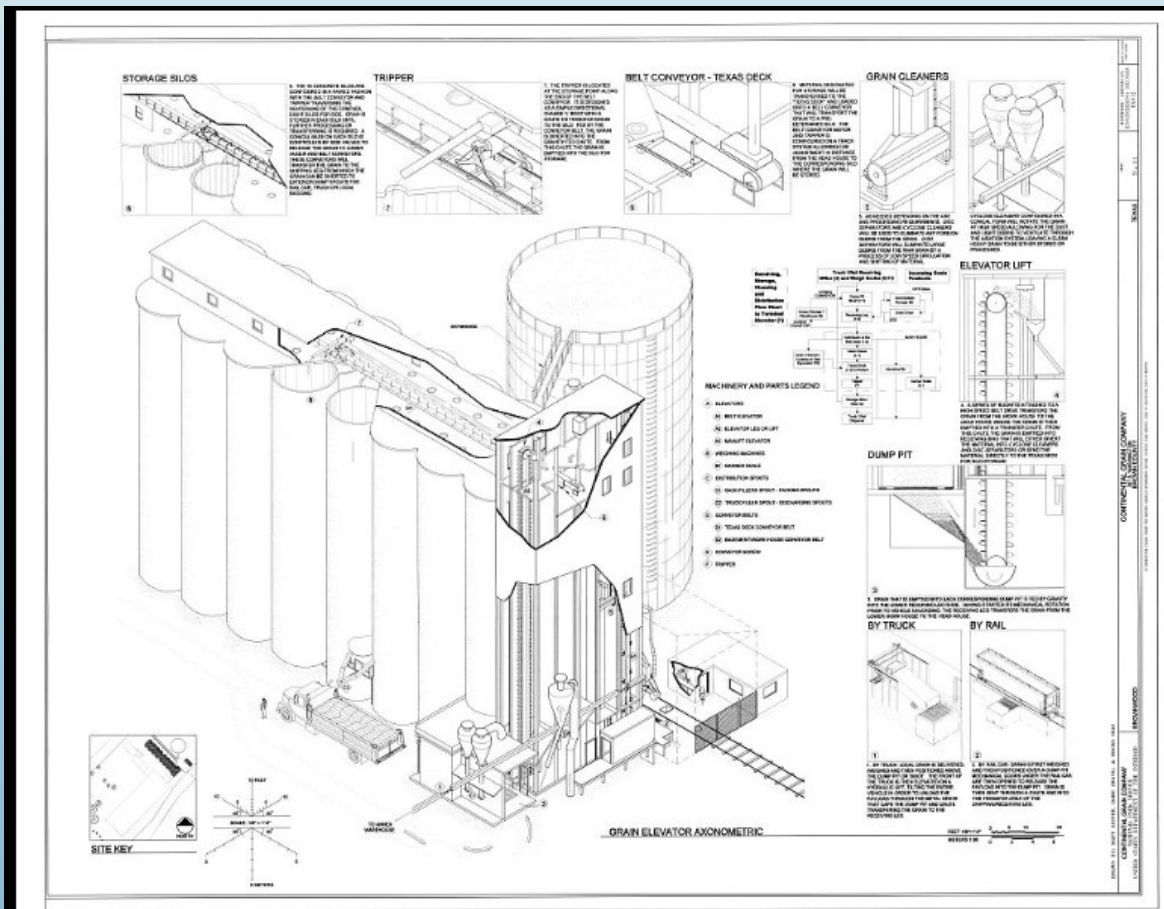


RAILFANNING— Continued



MODELING PROJECTS AND TIPS

There are a number of resources for modeling projects such as historical societies for our favorite railroad. There are others for buildings and operations. One is the library of Congress. Here's an example: [Grain Elevator Axonometric - Continental Grain Company, 307 South Washington Street, Brownwood, Brown County, TX | Library of Congress](#)



Or this one:

[Wollenberg Grain & Seed Elevator, 133 Goodyear Avenue, Buffalo, Erie County, NY | Library of Congress](#)

You can also find images, maps, and other documents. A few more examples of a sawmill are on the following pages:

THE BACKSHOP

MODELING PROJECTS AND TIPS

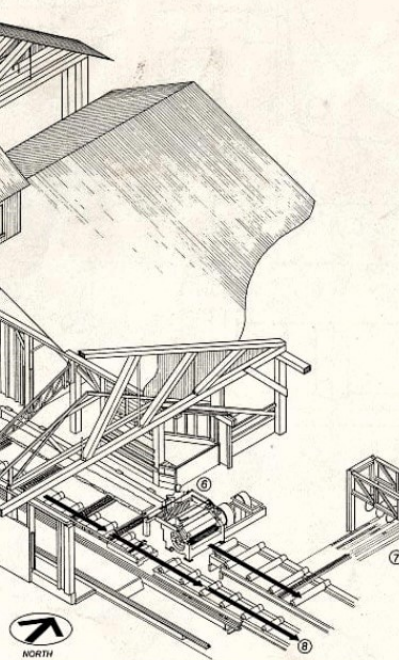
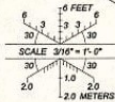
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STEAM SAW MILL

ISOMETRIC

TIMBER PROCESS

1. Debarked logs are conveyed from the debarker to the transfer chain, where they wait to be placed on the carriage.
2. The log stop and loader holds the logs on the transfer chain, permitting only a single log to be loaded onto the saw carriage.
3. Using a series of log handling mechanisms, the Sawyer and ratchet setter maneuver a log into place on the carriage knees. The ratchet setter positions the dogs to hold the log in place as it passes the main saw.
4. The Sawyer operates the carriage and, through hand signals, indicates to the ratchet setter an inch setting for the cutting width.
5. The cut pieces of log, called cants, are maneuvered onto the off-load table where they are sorted and sent to the edger.
6. The edger removes rough edges from raw cants.
7. Cants are conveyed from the edger to the trimmer where they are trimmed and cut to marketable lengths.
8. Large timbers remain on the inside track of the off-load table where they are conveyed to the timber saw.

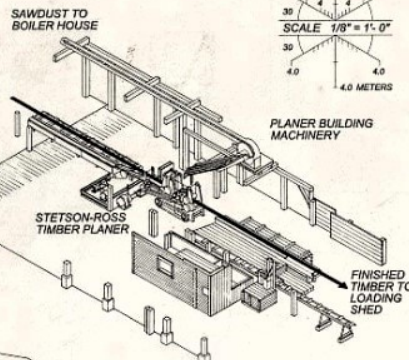
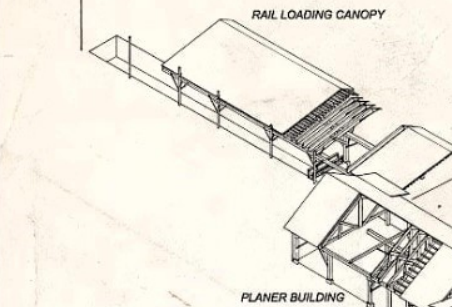


DESIGNED BY: JAMES H. HALL
DRAWN BY: JAMES H. HALL
CHECKED BY: JAMES H. HALL
DATE: 8-1-12
HULL-OWLES LUMBER COMPANY (1888-1938)
BRISTOL COUNTY
MASSACHUSETTS
PROJECT: STEAM SAW MILL
SHEET: 1 OF 1

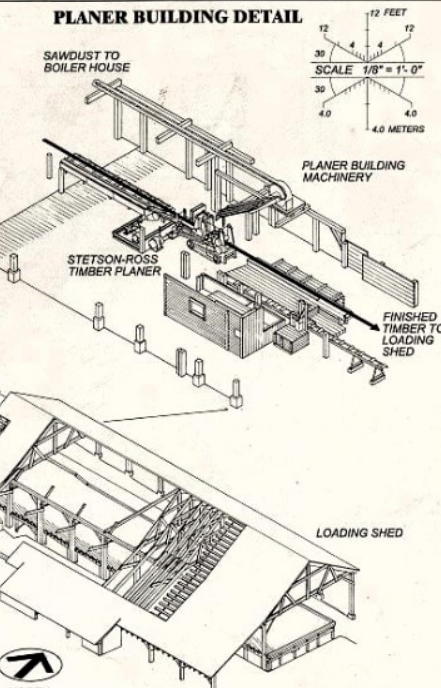
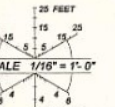
PLANER BUILDING

ISOMETRIC

PLANER BUILDING DETAIL

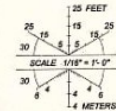


Orders for finished lumber go to a no. 4 Stetson-Ross knife timber sizer, or planer, for precise finishing. The Hull-Oakes planer, and the building in which it is housed, predate the Hull-Oakes mill, having survived a June, 1936 fire that destroyed the former W.J. Miller mill, which occupied the same site from 1920. Called a 16" x 20" timber sizer, the no. 4 belt-driven machine was made by the Seattle-based Stetson-Ross Machine Works from 1910 to 1912. Round cylinders revolving at high speed and fitted with up to six thin steel knives allow the planer to finish one or two sides or one or two edges of a board. Driven by seven belts and connected by a separate belt to a 100 horsepower electric motor (which replaced the original steam engine drive), the planer contains a feed works of four 15" rolls, an automatic "set works" for adjusting lumber thickness, and a hand-operated headwork to adjust planer side heads. The timber sizer can plane, or size, timbers with dimensions of 16" thick by 20" wide, although it seldom planes anything larger than 16" square. At its lower settings, the machine also can plane 1" x 4" dimension lumber.



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HULL-OWLES LUMBER COMPANY (1888-1938)
BRISTOL COUNTY
MASSACHUSETTS
PROJECT: PLANER BUILDING
SHEET: 1 OF 1

Continued



RAILROAD TRIVIA ANSWER

In the late 1870s miners descended on the upper Arkansas Valley of Colorado in search of carbonate ores rich in lead and silver. The feverish mining activity in what would become the Leadville district attracted the attention of the Denver & Rio Grande and the Santa Fe railroads, each already having tracks in the Arkansas valley. The Santa Fe was at Pueblo, and the D&RG near Canon City some 35 miles west. Leadville was over 100 miles away. For two railroads to occupy a river valley ordinarily was not a problem, but west of Canon City was an incredible obstacle – an obstacle that would result in a war between the railroads in the race to the new bonanza.

West of Canon City the Arkansas River cuts through a high plateau of igneous rocks forming a spectacular steep-walled gorge over a thousand feet deep. At its narrowest point sheer walls on both sides plunge into the river creating an impassible barrier. On April 19, 1878, a hastily assembled construction crew from the Santa Fe began grading for a railroad just west of Canon City in the mouth of the gorge. The D&RG whose end of track was only $\frac{3}{4}$ of a mile from Canon City raced crews to the same area, but were blocked by the Santa Fe graders in the narrow canyon. By a few hours they had lost the first round in what became a two-year struggle between the two railroads that would be known as the Royal Gorge War.

The D&RG crews tried leapfrogging the Santa Fe grading crews, but were met with court injunctions from the Santa Fe in the contest for the right-of-way. The D&RG built several stone “forts” (such as Fort DeRemer at Texas Creek) upstream in an attempt to block the Santa Fe. Grading crews were harassed by rocks rolled down on them, tools thrown in the river and other acts of sabotage. Both sides hired armed guards for their crews. Rifles and pistols accompanied picks and shovels as tools. The railroads went to court with each trying to establish their primacy to the right of way. After a long legal battle that ended in the U.S. Supreme Court, on April 21, 1879, the D&RG was granted the primary right to build through the gorge that in places was wide enough at best for only one railroad.

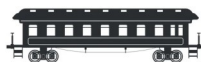
RAILROAD TRIVIA ANSWER— Continued

The Santa Fe resorted to its larger corporate power and announced it would build tracks parallel to and in competition with the existing D&RG lines. The bondholders of the D&RG, fearing financial ruin from this threat, pressured the management of the D&RG to lease the existing railroad to the Santa Fe for a 30-year period. This created a short-lived truce in the struggle. The Santa Fe soon manipulated freight rates south of Denver to favor shippers from Kansas City (over its lines to the east) to the detriment of Denver merchants and traffic over the leased D&RG lines. During this period the Santa Fe constructed the railroad through the gorge itself. The D&RG, however, continued construction in areas west of the gorge still trying to block the Santa Fe. After months of shrinking earnings from their leased railroad, the D&RG management went to court to break the lease.



An injunction from a local court restraining the Santa Fe from operating the D&RG on June 10, 1879, sparked an armed retaking of their railroad by D&RG crews – war in earnest in the old west. Trains were commandeered, depots and engine house put under siege, bullets flew and a few men died.

A final peace in the war came after the intervention of the Federal courts, and the railroad “robber baron” Jay Gould who loaned the D&RG \$400,000 and announced the intention to complete a rail line in competition to the Santa Fe from St. Louis to Pueblo. On March 27, 1880, the two railroads signed what was called **the “Treaty of Boston”** which settles all litigation, and gave the D&RG back its railroad. The D&RG paid the Santa Fe \$1.8 million for the railroad it had built in the gorge, the grading it had completed, materials on hand and interest. The Royal Gorge War was over. D&RG construction resumes, and rails reached Leadville on July 20, 1880.



SOMETHING DIFFERENT

Notice something unusual about these bridge supports for the garden layout at the Christmas Shoppe in Pigeon Forge, TN?



WEB BYTES



ENGINEERING DEGREES

have nothing to do with trains

BUSINESSES ASSOCIATED WITH OUR CLUB



Jim's Train Sales

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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 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.

