

PGRS TRACKIN'

Newsletter of the Piedmont Garden Railway Society

June 2021

Editor: Scott Williams

Greetings PGRS clubmembers.

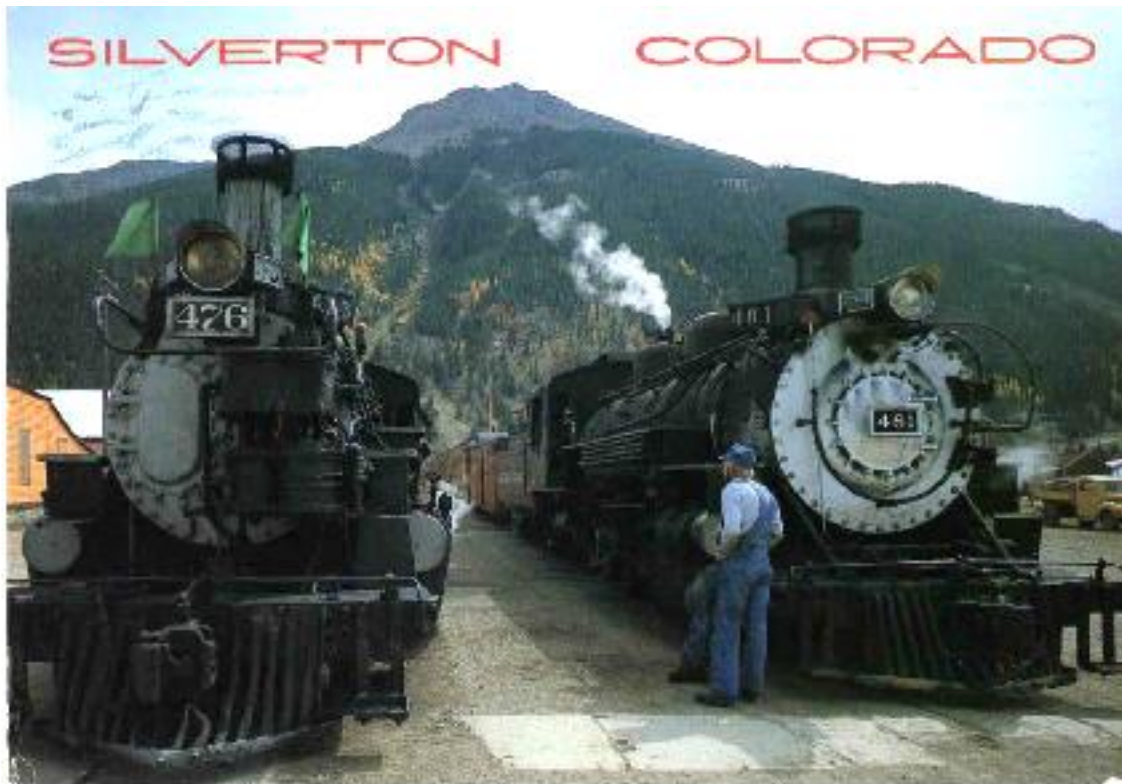
Hope everyone has a nice Memorial Day and has been enjoying getting out and about more these days. It's been nice visiting the Apple Valley Model RR Club again which is back open Wednesday and Saturdays like before Covid. Check their hours on their website.



N&W 611 at Strausburg Railroad.

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Tim Wagner sent us a postcard!



Tim says:

“Finally made the ride after 3 previous trips and “missing the train!”

They’re running an ALCO diesel they got from WP&Y. Still a great ride and sure they’ll switch to steam when more rain.

Keep on trackin’!

Tim”

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The Lawndale Railway & Industrial Company

On November 11, 1899, the first regular train of the Lawndale Railway & Industrial Company ran on newly-laid tracks **from Lawndale to Shelby, North Carolina**. The dreams of Major Henry Franklin Schenck (pictured below) had finally been realized.

As a pioneer of North Carolina's booming textile industry in the late nineteenth century, Schenck had come to realize that the poor roads and the isolation of his mills were the largest impediment to the growth of his company. After waiting well over a decade for the Southern & Western Air Line to build from Shelby to Morganton to Cranberry, Schenck finally gave up on waiting for others to build him a line. He wrote to

friends about his frustration of "being stuck in the mud" and the worn-out horse teams that he was relying on to haul materials to and from the Seaboard Air Line and Southern Railway in Shelby, almost ten miles away.



Consequently, Schenck decided to build his own railroad, a private concern that would serve only his mill in Lawndale. At the close of the 1800's, much secondhand narrow gauge equipment came on the market, as the slim-rails boom that had gripped the country since the 1870's was dying away fast. As a result, the Major was able to buy a fair number of freight cars for rock-bottom prices. Additionally, with a gauge (width) smaller than that of the connecting railroads in Shelby, his cars could not interchange and would remain on their home tracks, much to the Major's satisfaction.

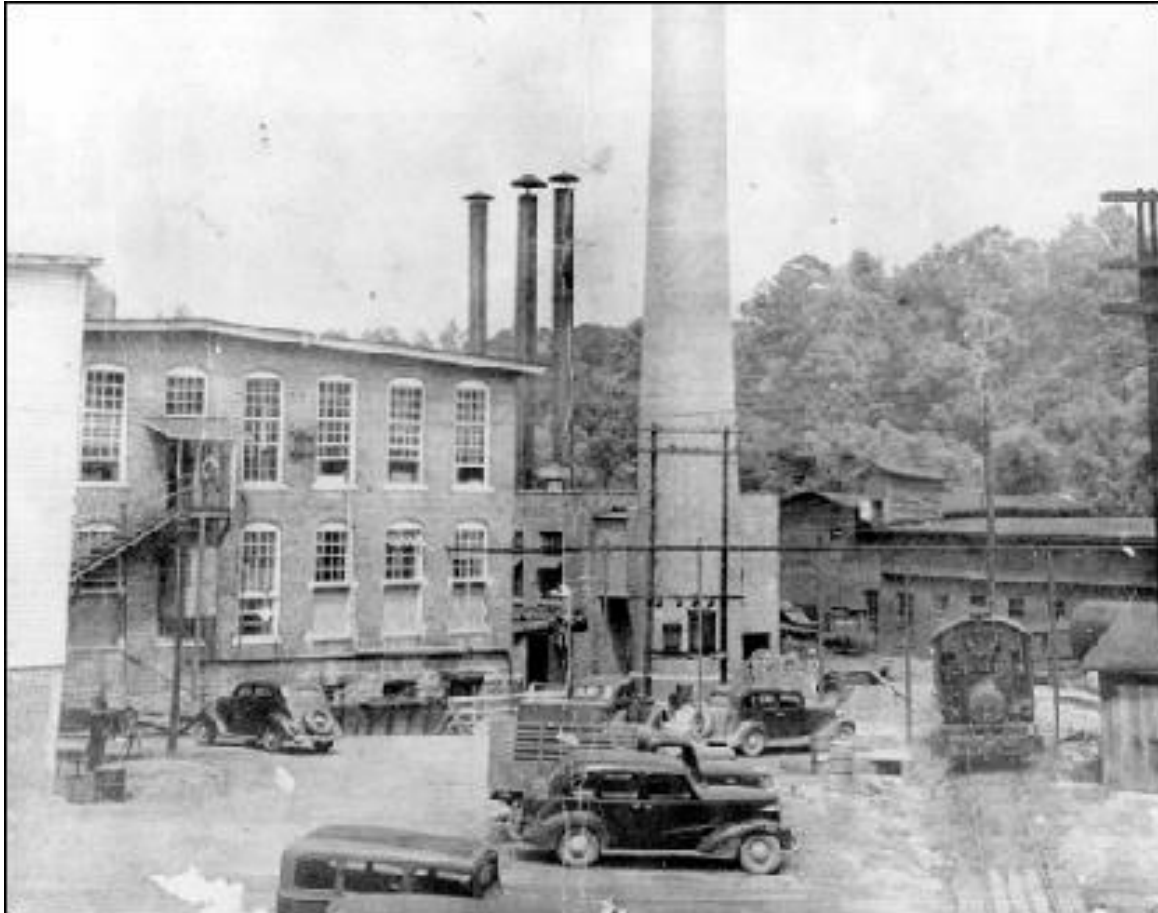


Many of the Lawndale's freight cars came from the Carolina & North-Western Railway, which at one time was the largest narrow gauge in either of the Carolinas.

Though the Lawndale started out as a private concern, the "dummy line" as it was nicknamed due to its diminutive size, was an immediate hit with the communities that it served.

Within six months of beginning operations, Schenck wrote that he had "been so constantly annoyed with applications to pass over [my] little road from here to Shelby that I cannot resist the demands of the people to haul them..."

As a result, the railroad was upgraded to common-carrier status, and the railroad became a fixture in North Carolina for over the next four decades.



Number 5, a Vulcan locomotive, sits inside the Cleveland Cotton Mills complex in the early 1940s. There aren't many summers left for the railroad at this point in time.

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This Trident-Shaped Munitions Rail Runs Three Miles Off the NJ Coast

By Kristin V. Shaw, [The Drive](#)

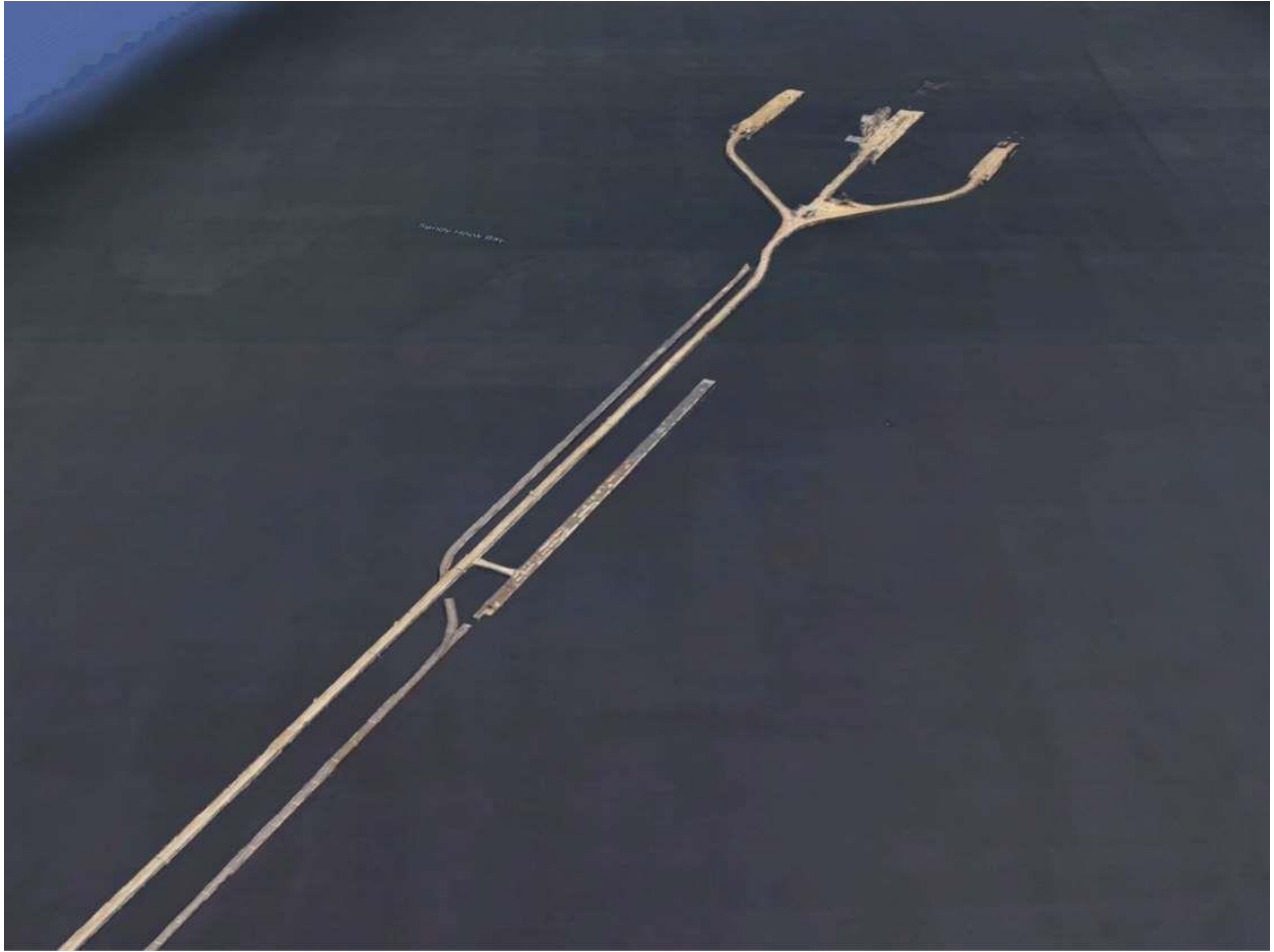
Jutting into the demarcation line between Sandy Hook Bay and Raritan Bay off the coast of New Jersey, an odd trident-shaped structure caught the attention of a student

at nearby Rutgers University. Turns out it's not a relic of myth but an important rail infrastructure for Navy munitions and it keeps explosives from our shores.



© Provided by The Drive

A self-described ferroequinologist (one who studies trains), Jeremy Zorek detailed the nearly three-mile-long pier that shuttles ammunition from Naval Weapons Station Earle to warships at the monolith. The unusual structure is packed full of incredible details



© Jeremy Zorek/Google Maps

The weapons station's mainside sits on about 11,000 acres between Philadelphia and New York City 15 miles inland. Normandy Road, which connects the base to the waterfront, is a rail and road corridor controlled by the Navy. The complex provides ammunition for nearly every class of ship the Navy and Coast Guard operates and more; construction started on the station in August of 1943 and completed by the end of the year for use during WWII.

The U.S. learned a critical lesson from the Halifax, Nova Scotia explosion of 1917, when a French cargo ship loaded with explosives crashed into a Norwegian ship in the Canadian harbor. A fire onboard the *SS Mont-Blanc* caused a huge explosion, killing 2,000 people and injuring 9,000 others. The equivalent energy output was nearly three kilotons of TNT, which was largest human-made explosion of the time; the blast leveled buildings for at least a half-mile around it and created a tsunami that wiped out even more of Halifax.

Naval Weapons Station Earle used those insights to create some safeguards to unload and load ammunition from warships away from the population. A two-mile trestle pushes the activity out to sea and three finger piers are sufficiently spaced out to support docking.

The munitions storage facility is in a heavily forested area, and Zorek's Google Maps zoom-ins show low-speed track sections (sidings, in rail terminology) that have a unique feature: they lead to a sunken track designed to absorb the impact of an explosion. Nearby, bunker storage sites are built into the ground, peeking out like a multiple-eyed creature secreted underneath.



© Jeremy Zorek/Google Maps

"You can see it bears a striking resemblance to a standard warehouse loading dock that's designed to receive carloads," Zorek says. "...other than being built into the ground in the middle of the woods, that is."

These pictures are about as close as you can get to the station; Twitter commenters noted that you'll get a friendly armed escort from the Navy if you try to drive down Normandy Road or try to approach via boat.

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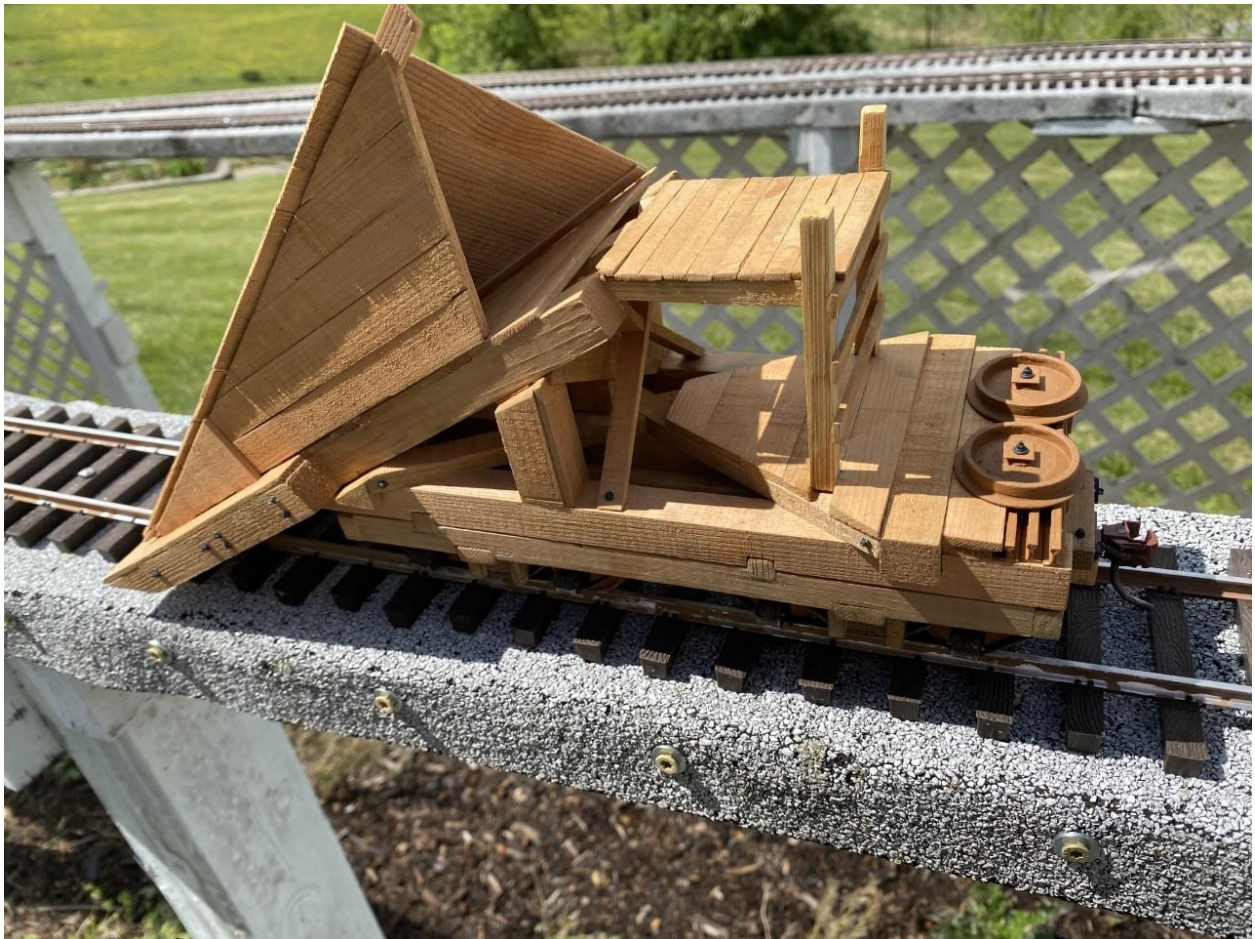
Southern Railway- Saluda Grade Training Video:

<https://www.youtube.com/watch?v=9IABM8UPpIY>

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MEMBER PHOTOS:

Bill Huntman has his WSL Snowplow assembled.





The Crescent Ltd. Pulls in to Wildwood Station at the Editor's house.



ET&WNC heading out of town.



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

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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.

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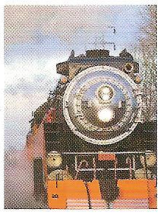
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Train Lovers Luncheons:

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

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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	Email: jhh1218@att.net
	Phone: (828) 891-7570
Fax: (828) 890-3346	

**** 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



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

Peggy Says:

no Wednesdays in 2021, so:

Thur. - Sat 1PM -5PM
Sun. 2PM-5PM

2021 - EVERYTHING that is **for sale** in the museum will be 10% off.

FUTURE PLAN:

2022 - everything that is for sale in the museum - 20% off. Closed Thurs.

2023 - everything that is for sale in the - 30% off. Closed Fri.

2024 - EVERYTHING in the museum 40% off. Closed Sat.

My plan is to close the museum at the end of the 2024 season and sell the building