

PGRS TRACKIN'



The Newsletter of the Piedmont Garden Railway Society

May 2024

EDITOR'S GREETING

Train-Fest was very enjoyable again, I regret more members could not attend. As a reminder, anyone interested in large scale railroading is welcome to join our club. You don't have to have a layout, just enjoy trains. As always, a special thank you to this month's contributors.



CLUB NEWS

2024 PGRS Spring Train Fest Report

Spring Train Fest was held April 13th and was very successful and we need to continue our new tradition. There were three clinics presented on 1:1 railroading on the Craggy Mountain Line Railroad, 3-D printing of model trains parts, and maintaining your railroad.

The drag-n-brag was well represented with members bringing several nice items for everyone to admire.

Randy Theis has left the board and was replaced by Scott Williams. Thanks to both for serving our club!

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CLUB NEWS Continued



Rocky Hollifield explains the history of the Craggy Line.



Micheal Redmond enlightens us on 3-D printing above and our attentive members are shown below.



CLUB NEWS Continued



More attendees at Train-Fest 2024

Our members were most generous in donating door prizes and I believe everyone present was a winner!

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](#) **If you did not pay your annual dues (\$20) at Train-Fest, please mail in your 2024 dues to:**

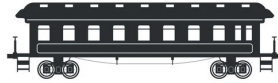
Don Watson
125 Mistletoe Trail
Hendersonville, NC 28791

Calendar reminders:

May 4-5 Spring into Trains Show—North Carolina State Fairgrounds- Raleigh, NC
May 11 Spring Toy Train Show, Wilson County Fairgrounds - Lebanon, TN
May 18-19: Historic Spencer Shops Train Show - Spencer, NC
June 20-22: NMRA SER Convention - Decatur, AL

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

The tallest wooden trestle bridge in the world was built in 1883. Where was it located and how tall was it? The answer is found later in this newsletter.

RAIL-FANNING PROTOTYPES TO INSPIRE A GARDEN RAILWAY PROJECT

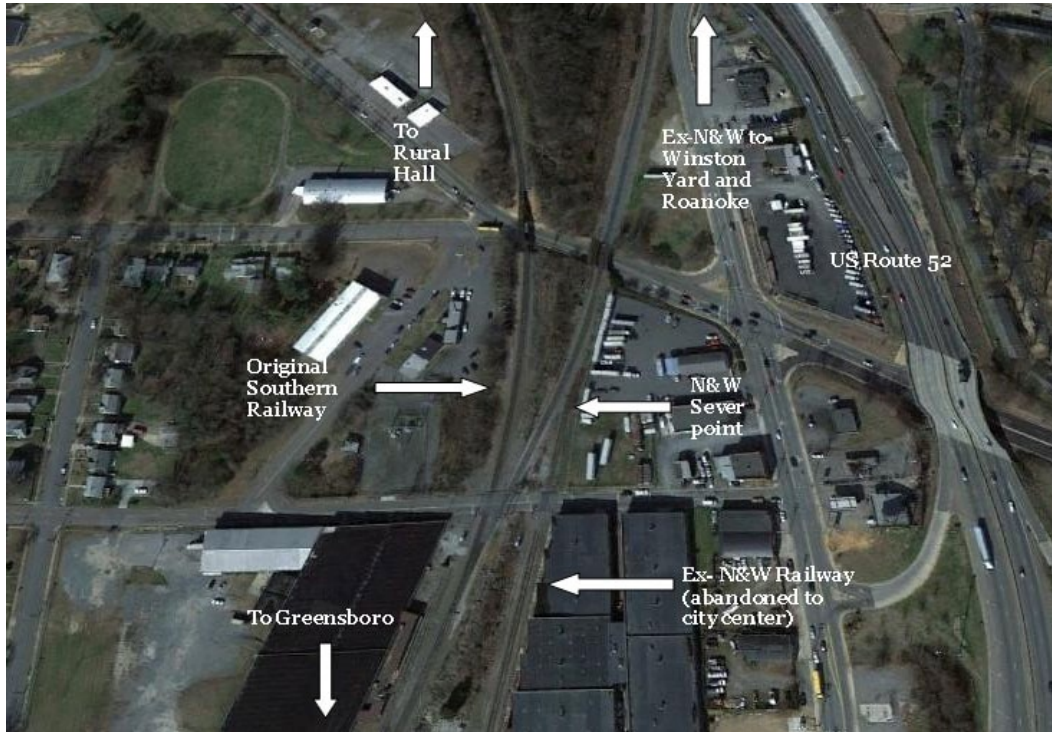


The YVRR has two lines originating out of Rural Hall, NC for a total distance of 93 miles. The first line runs to North Wilkesboro, NC and was completed on August 30, 1890 as part of the Richmond & Danville. The second line to Mount Airy, NC was constructed by the Cape Fear & Yadkin Valley in June 1888. Both lines became part of the Southern Railway Company in the late 1800's.

The Gulf & Ohio Railways has been operating Yadkin Valley Railroad since 1994. Using 10 locomotives, the Yadkin Valley Railroad hauls 11,500 carloads annually. Commodities include poultry feed ingredients, wood products, steel, plastics, propane, ethanol, and rail car storage.

RAILFANNING— Continued

Interchange is made with Norfolk Southern in Winston Salem, North Carolina. Primary commodities include poultry feed ingredients, wood products, steel, plastics, propane, ethanol, and rail car storage, amounting to approximately 12,700 annual carloads.



Where the Yadkin Valley Railroad world meets NS at Winston Salem. The former Southern Railway route at left to Rural Hall and North Wilkesboro is the YVRR route into and out of Winston Salem. Trains crossover to ex- N&W track to and from Winston Yard via the junction (splice) connecting the former Southern and N&W lines. The N&W route south from here into downtown Winston Salem is isolated and abandoned.

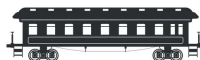


RAILFANNING— Continued

The Rural Hall Depot is a historic train station located at Rural Hall, Forsyth County, North Carolina. It was built in 1888 for the Cape Fear & Yadkin Valley Railway. It is a one-story rectangular frame building sheathed in German siding. It measures 23 feet wide and 78 feet long. The interior consists of waiting rooms for white and "colored" passengers and a station master's office. Passenger service ceased in 1955, but the depot continued to provide services and facilities to freight trains until its closing in 1980. The building was moved to its present site in March 1980, and serves as a local railroad museum.



Early GP7 paint scheme



THE BACKSHOP MODELING PROJECTS AND TIPS

The use of 3-D printing is a boon to large scale modelers and a lot parts would be unavailable otherwise. I am finishing up an Aristocraft boxcar project. It was an undecorated plug door boxcar kit. I primed and decaled the model to be similar to this prototype photo:



My model freight car body fresh from the paint shop with its custom decals.



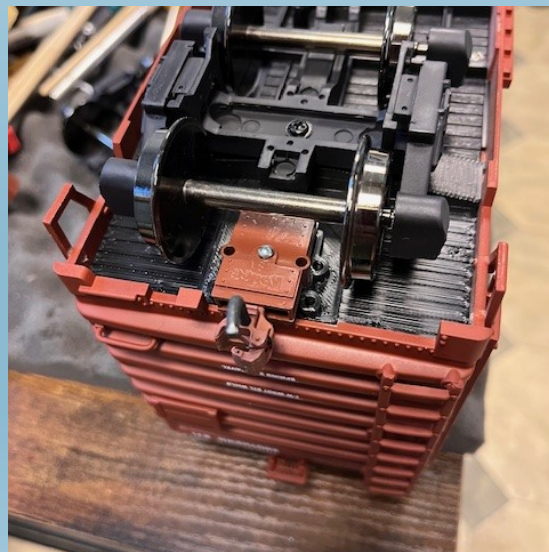
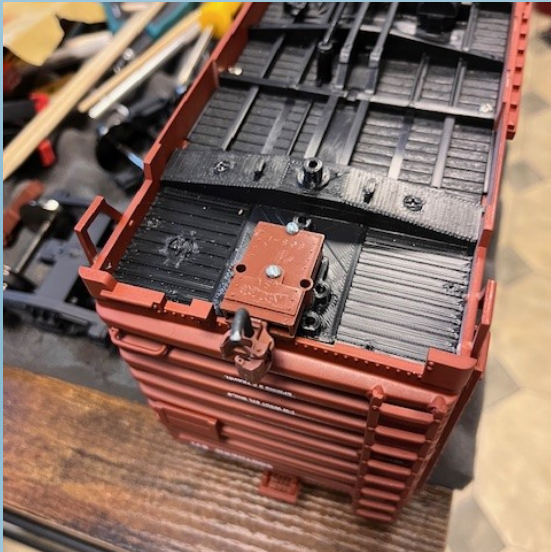
THE BACKSHOP MODELING PROJECTS AND TIPS

Continued

One issue with Aristocraft cars is they ride too high and they are difficult to convert to body mounted couplers. The company, 4trackrr, makes a 3-D part to address this issue. [Shop \(4trackrr.store\)](http://4trackrr.store) The replacement bolsters w/ Kadee mounting pad lowers the cars almost a quarter of an inch. These parts will mount G scale or #1 scale Kadee couplers. The existing bolsters must be removed with a razor saw and the new parts are a direct replacement as shown below.

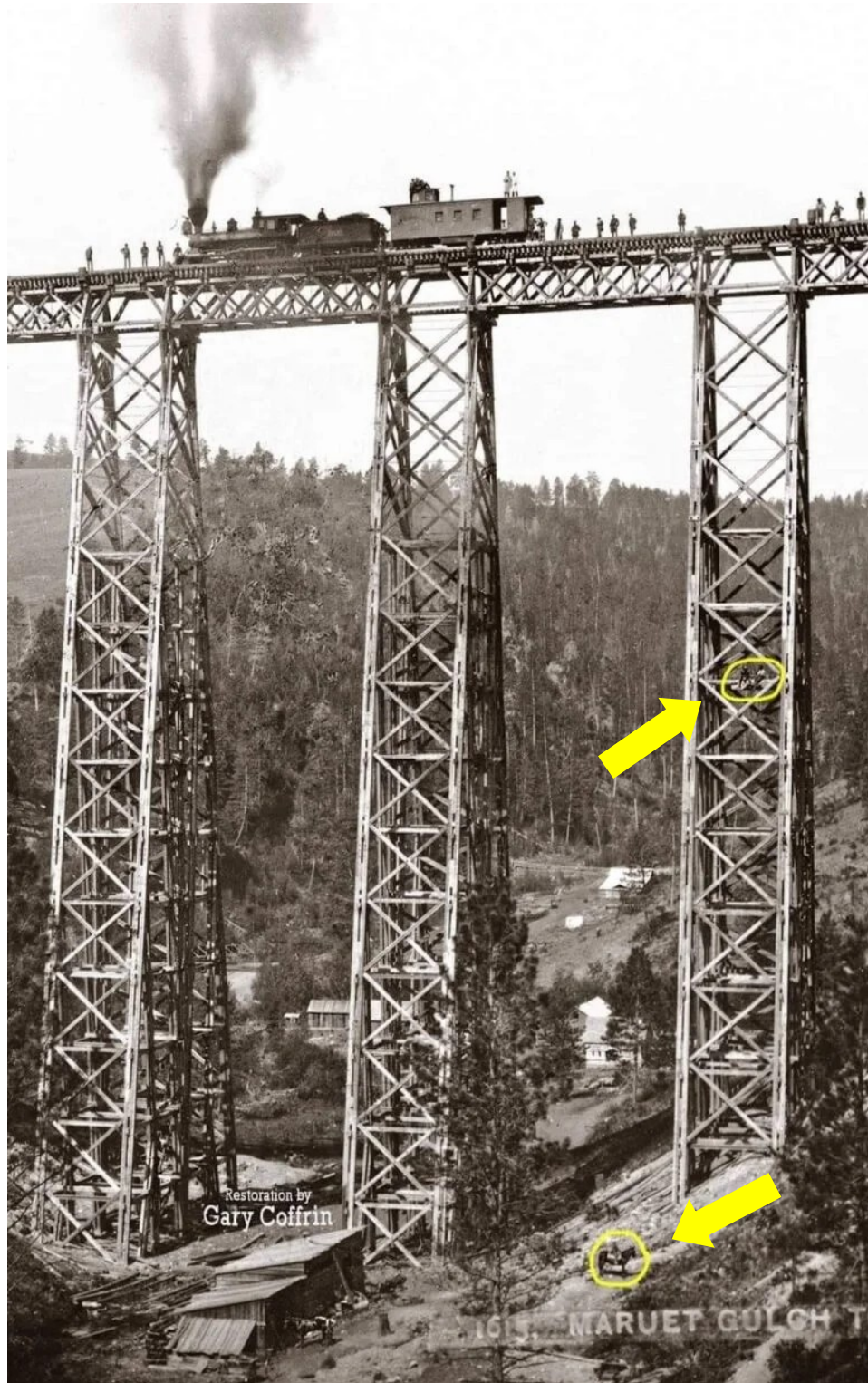


Stock part removed on the left; new part on the right.
The new part mounts using the existing screws.



#1 Kadee Couplers and trucks installed.
I'll post a photo of the completed boxcar next month.

RAILROAD TRIVIA ANSWER

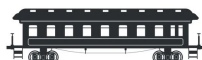


The tallest wooden railroad bridge in the world, the spectacular Marent Gulch Bridge.

RAILROAD TRIVIA ANSWER—Continued

It was 226 feet (69 meters) tall and 866 feet long. It took 800,000 board feet of lumber and a workforce of 150 men to complete the Northern Pacific Railway bridge. Just two years later, the entire structure was replaced by an iron bridge to address stability issues and fire danger.

Circled in yellow are a horse rider at the base and two carpenters on a trestle at the right. Marent Gulch is 12 miles northwest of Missoula on Highway 93 in western Montana. A newer bridge is still in use. Text and digital restoration of photo by Gary Coffrin.



Members Stories

Bill Hewitt sent in some photos of his nice indoor layout.



Members Stories—Continued



Members Stories—Continued



Members Stories—Continued

Dan Bails shared this 1:1 scale news. The Clinchfield Carolina and Ohio (CC&O) caboose 1021 came to its new home in Ellenboro, NC from Erwin, TN. This wooden caboose was built in 1920 and served the CC&O and later the Clinchfield on the route from Elkhorn City, KY to Spartanburg, SC. The 104 year old caboose is one of the oldest CC&O cabooses that still exists. It passed many times through the Bostic yard, Forest City and Harris on its way to Spartanburg. Over the next year or so it will be restored to as it was when it was an operating caboose. When work on it is completed, it will be open at times for visitors. It is private owned and on private property. The Ellenboro Depot Museum is due to reopen June 1st after being remodeled.



Members Stories—Continued



Members Stories—Continued



Welcome to your new home.



WEB BITS



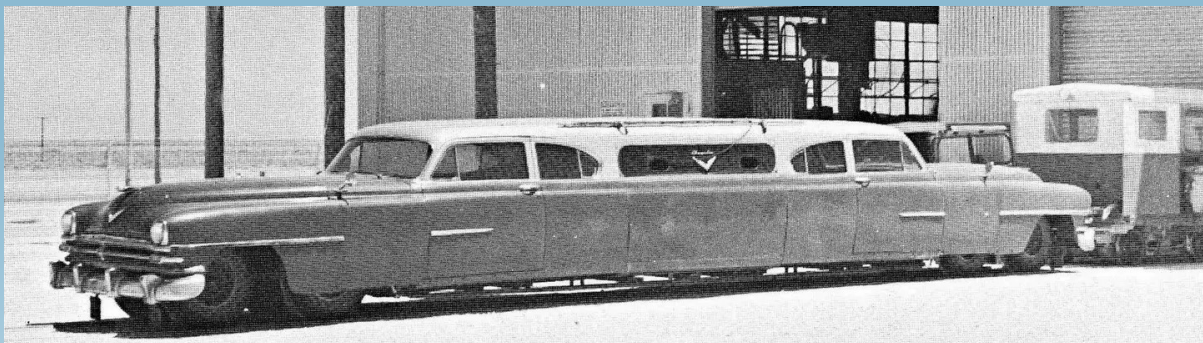
WEB BITS

The picture speaks for itself: What on god's green earth is *that*? It's like someone made a Cat-Dog out of a couple 1950s sedans, and then stretched it out for laughs. Such a strange contraption could only have an equally odd origin, and the "Blue Goose" as it's known does indeed. It also has a mysterious fate, but one thing's for sure: It was just a *little too fast*.

The Blue Goose was built in Plaster City, California near the middle of its southern border by the company U.S. Gypsum (USG). As you'd expect of a large-scale quarrying and manufacturing business, it had its own dedicated railway, and that's the sky the Blue Goose was meant to fly.

In addition to the gypsum, USG had to ship quarry crews to and from the site, in something that'd shelter them from the desert heat and sandstorms. Because narrow-gauge lines aren't widely used though, there probably wasn't any off-the-shelf equipment that'd do the job. So, USG took matters into its own hands.

At some point in the mid-1950s according to a [Reddit](#) post, USG got a hold of two 1953 Chrysler New Yorker Club Coupes and joined them at their rears, extending their bodies for additional space. The resulting behemoth came in at 38 feet long, 6,000 pounds empty, and had controls at both ends so it wouldn't need to turn around. The Blue Goose could achieve a top speed of 40 mph using a single, centrally mounted 160-horsepower engine whose origin has been lost to time. Not much about its service life survives either, though the Blue Goose is suggested to have flown its last flight by 1970.



WEB BITS



Dull Men's Club

Paul Hannigan · 2d · 🌐

The sweet, sweet smell of vindication.



**Man Uses Piece Of Wood He Put In
Garage In 1982 'Because It Might Come
In Handy In The Future'**

