PGRS TRACKIN'

Newsletter of the Piedmont Garden Railway Society

May 2020

Editor: Scott Williams

Howdy PGRS fans

Hooray for Spring!!

The weather outside is simply marvelous. Spring and Fall have always been my two favorite seasons and the weather lately has been so enjoyable.

The virus pandemic has brought many changes to our way of daily life and people need to find leisure activities of a more personal nature at their homes. I bet many members of our club have said lately, “Thank Goodness I have my model train hobby”. Garden Railways can still be shared with small groups so having a few friends over to hang around in your backyard following the social distancing guidelines for a few hours running and talking about trains should still be a safe activity. Encourage family and friends who claim to be bored with isolating at home to look in to the model train hobby. This event may even lead to a renewed interest in our hobby.

I have been using this time to re-adjust my garden layout. It hasn’t been a big deal, I only needed to make a few adjustments to my deck board roadbed supporting my tracks that had warped out from the winter weather, probably about 30 minutes of effort and I rubbed a sanding block over my rails last week which also took about 30 minutes. Today I followed up with rubbing down the rails with Naptha on an old T shirt and that took about 15 minutes. That’s it! Good to go for the season I think.

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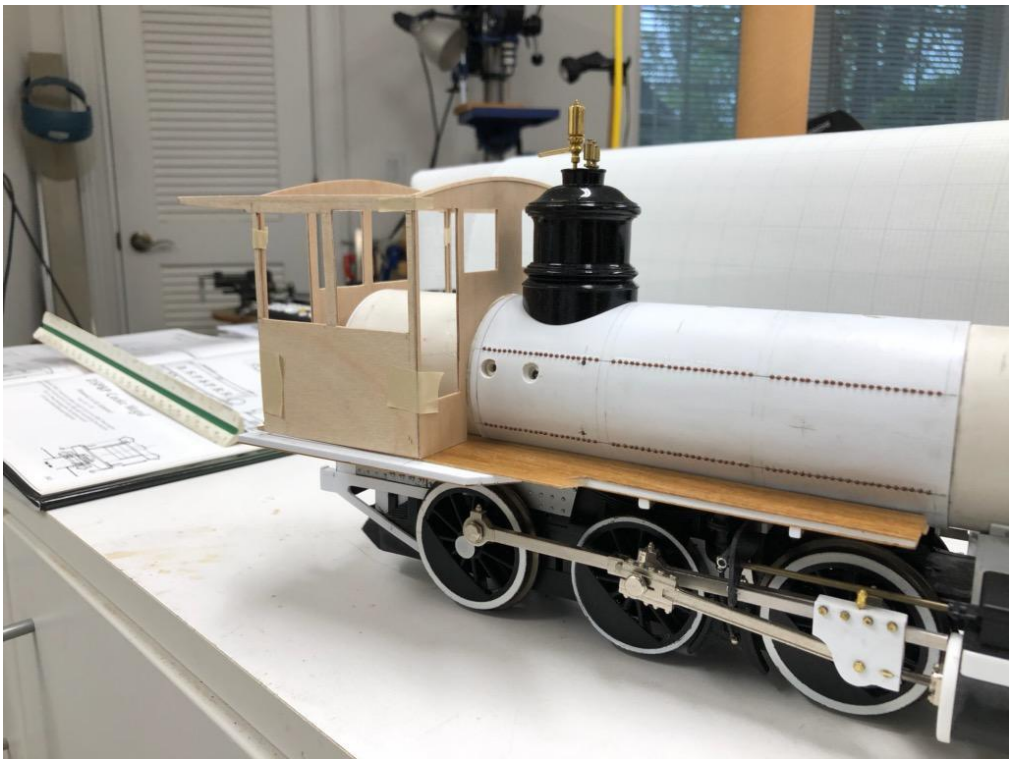
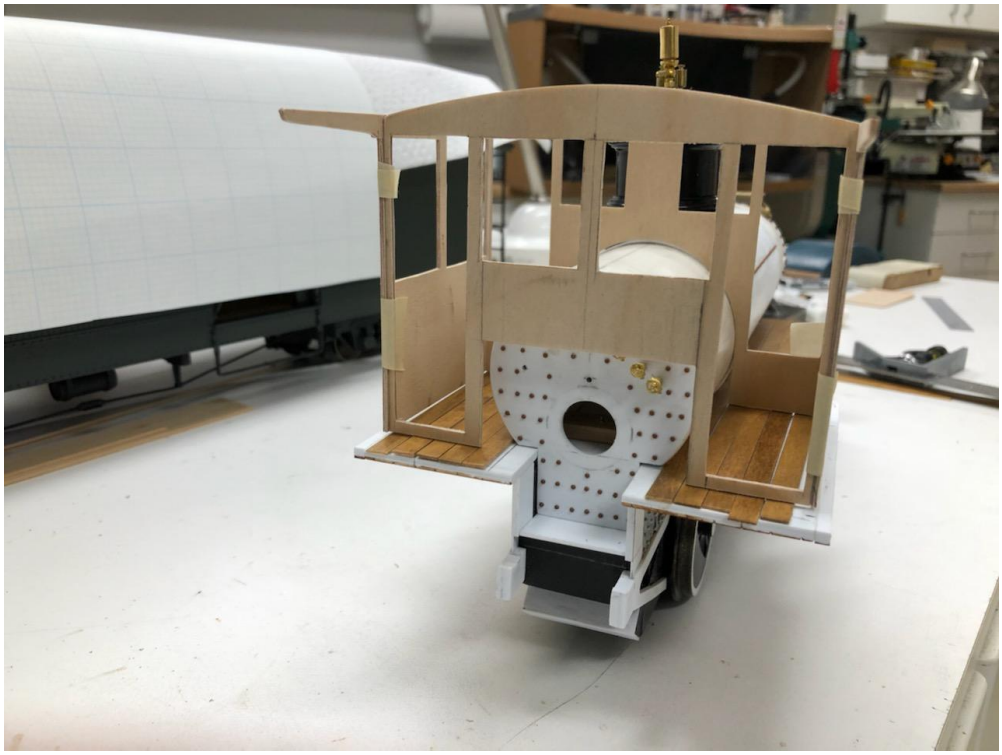
Doc Watson has been hunkering down in his workshop like many of us and he shares his progress with his Mogul Loco model.



Cab mock up for construction. Just look at those rivets!!! [for you rivet counters]



3D printed Congdon stack prototypical for this locomotive and spark arrestor.

Looking AMAZING Doc. As always.

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Terry Ketcham shows some work he's been doing at the Apple Valley Model Railroad's PVC central. Here's what Terry has to say about his photos:

"Good time to get some projects done on the Apple Valley G scale layout. I'm going over a lot of the scenery with a mixture of hydraulic cement, water and loose fill (blown in insulation that they use it attics). It mixes into a thick solution that I apply to surfaces and shape into a rock type surface. I mix up small batches of the material and apply it with a putty knife. That gives me a few minutes of working time before it starts to harden to the point that I can't spread it anymore. After it dries, I'll be painting it with probably a combination of gray and brown spray can paint. The sections I'm working on now were built to be removed so it is easy to work these units. Other areas probably not so easy

as they are not removable and are mostly vertical surfaces. It will be a challenge to get the material to stay in place on vertical surfaces when applying. I'm anxious to see what the finished product will look like after painting. Hopefully I can add some dirt and small rocks to a more realistic effect."


QUIKRETE
Hydraulic
WATER-STOP CEMEN


R19-R60
LOOSEFILL
Attics
AC01

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Another Southern Railway Flat Car Project in 1/29 Scale

By Wayne G. Hamilton

Previously, I converted some LGB 53ft. GSC style flat cars into detailed Southern Railway 70-ton flat cars. This time I'll kit-bash a depressed center flat car from USA Trains, another eBay find, into a Southern Railway 90-ton car. The prototype was built by the Thrall Manufacturing in October of 1956. This series was designated as AAR type "FD" with cars numbered 349000 through 390014.

The prototype inspiration for this project

Disassemble the car first by removing screws from the trucks and the simulated steel and wooden decking. The cars I purchased were in an ATSF road name, so into a 91% isopropyl alcohol bath to remove the bright red paint. The also helped remove the more fragile plastic details, such as stirrup steps, grab irons, and under frame brake cylinder. There are quite a few new details for this project. These include brass brake wheels, stirrup steps, coupler lift bar brackets, and grab irons from Trackside Details and 100-ton roller bearing trucks from Kadee. Body mounted Kadee #1 scale couplers using their #1900R, AAR type "E" coupler and custom 3-D printed coupler pockets were installed. Also angle cocks and working magnetic brake hose glad hands were added at each car end.

Once the car decks are removed, there are open channels in the top of the car frame rails. As with the prototype photo, I had planned to not cover the entire frame with decking at each end. The frame portions that will remain exposed were filled in with styrene strips

and styrene putty as shown in photos 1 and 2. The frame is then painted with a primer so low spots in the channels can be seen and additional filler was added. The existing decking was then trimmed to fit, repainted to simulate wood, and weathered. The brake wheels were relocated from the frame end to the top on the wooden decks.

The existing Bettendorf style trucks and hook and loop couplers were removed and placed in my spare parts bin. The new Kadee roller bearing trucks have 36” scale metal wheels and a longer wheel base than 50 or 70-ton trucks, so bolster shims are needed to have them clear the car frame. This is accomplished using chemically blackened metal washers, rather than the Kadee shims provided with the trucks. The supplied shims were just too thick. The trucks were also disassembled, painted a rust color, and weathered. 3-D printed nylon coupler pockets from Shapeways were installed for #1 Kadee AAR type “E” couplers.

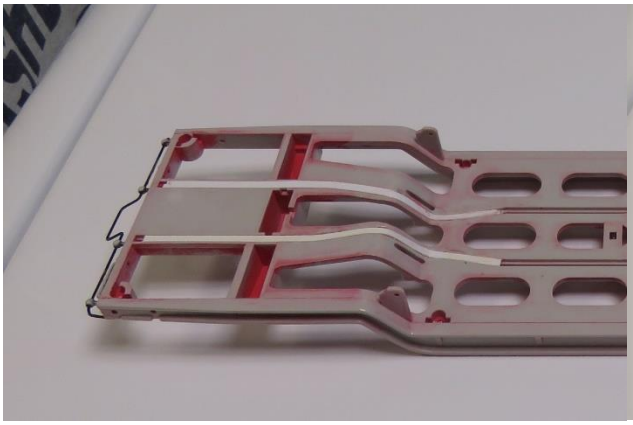

Photo 1

Photo 2

The car ends were built up with .250” thick styrene to accommodate the glad hand air lines and coupler lift bar brackets. These were built using brass wire and tubing, along with Ozark Miniatures metal angle cocks. Then the car end details of brass brake wheels, stirrup steps, coupler lift bar with brackets, and grab irons were installed. These little brass details make a huge difference from a stock model. Brass brake wheels with ratchet and pawls were fabricated with a styrene base plate. Nut, bolt, and washer castings complete the base plate assembly. See photos 3 and 4.

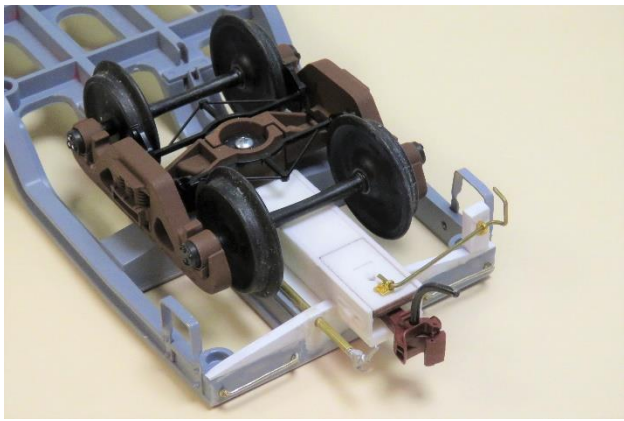

Photo 3

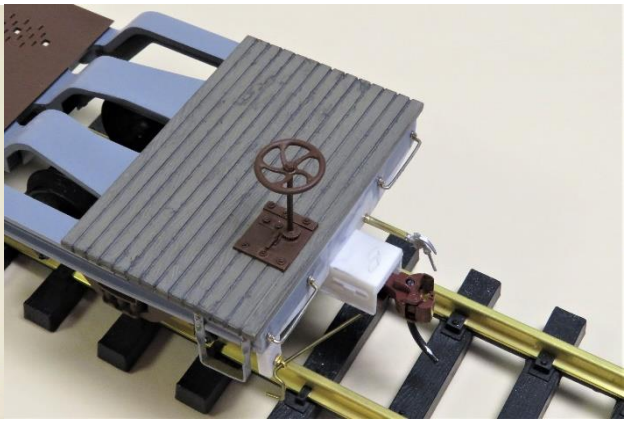

Photo 4

Working magnetic brake hose glad hands from Old Iron Designs were installed after painting. (Unfortunately, Old Iron Designs have stopped production of their 1/32 scale products). See photos 5 and 6 for a before and after car end detailing comparison.

USA Trains Stock Model - Photo 5

The kit-bashed model - Photo 6

After fabrication, everything was disassembled again for final painting in boxcar brown. Since the flat car frame is narrow, various HO scale Microscale decal sets can be used for the Southern Railway road name lettering, car data, and car number. Microscale decals for ACI and COTS plates were installed at the car ends, based on prototype photographs. The A and B ends were also lettered, as depressed center flat cars are typically equipped with brake equipment at each end. At this point I debated cutting off the Kadee coupler trip pins. I finally decided the appearance outweighed operational issues and I could always reinstall unmodified couples later. So, I cut them off. Various weathering powders and washes were added and then everything was sealed with DullCote. Photos 7, 8, 9, 10, and 11 show the completed model.

Photo 7

Photo 8

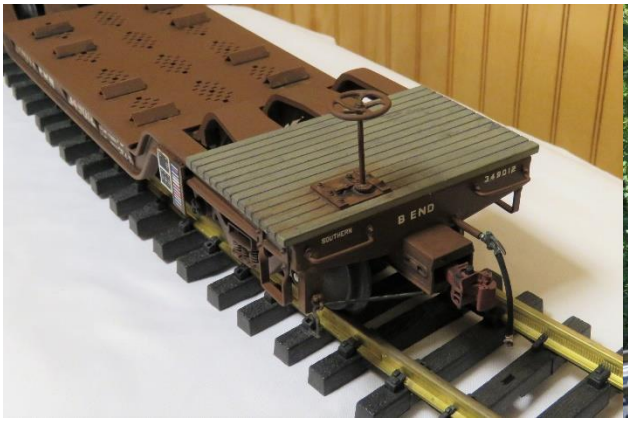

Photo 9

Photo 10

This is a flat car that now looks great with or without a freight load and was a very satisfying project. Let's build another, after all, I bought two.

Wow Wayne! That sure looks great!!

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Dave Smith wrote in to say:
“I've been meaning to write to you. The Long Island GRS club newsletter ‘Smoke 'n Cinders’ had a small article that Model Railroader has opened up their video PLUS library for all, for free. Try it!”

https://mrv.trains.com/search?q=drew+halverson

https://grw.trains.com/magazine/subscriber-extras

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MEMBER PHOTOS?

I think you've seen lots of GREAT member photos this newsletter. Keep them coming!!

Send any idea, project, photo, something you found surfing on the Internet, etc., no matter how great or small you may think them to 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 and articles to: srwavl@outlook.com

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Trivia Question: Have you ever seen a diesel locomotive that looked like a late 50's Chevy Pickup?

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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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Train Lovers Luncheons and Apple Valley Model Railroad Club are temporarily postponed until travel restrictions have been lifted.

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Trivia Answer: Well, you may not have, but the GM Designers back in the day made some:

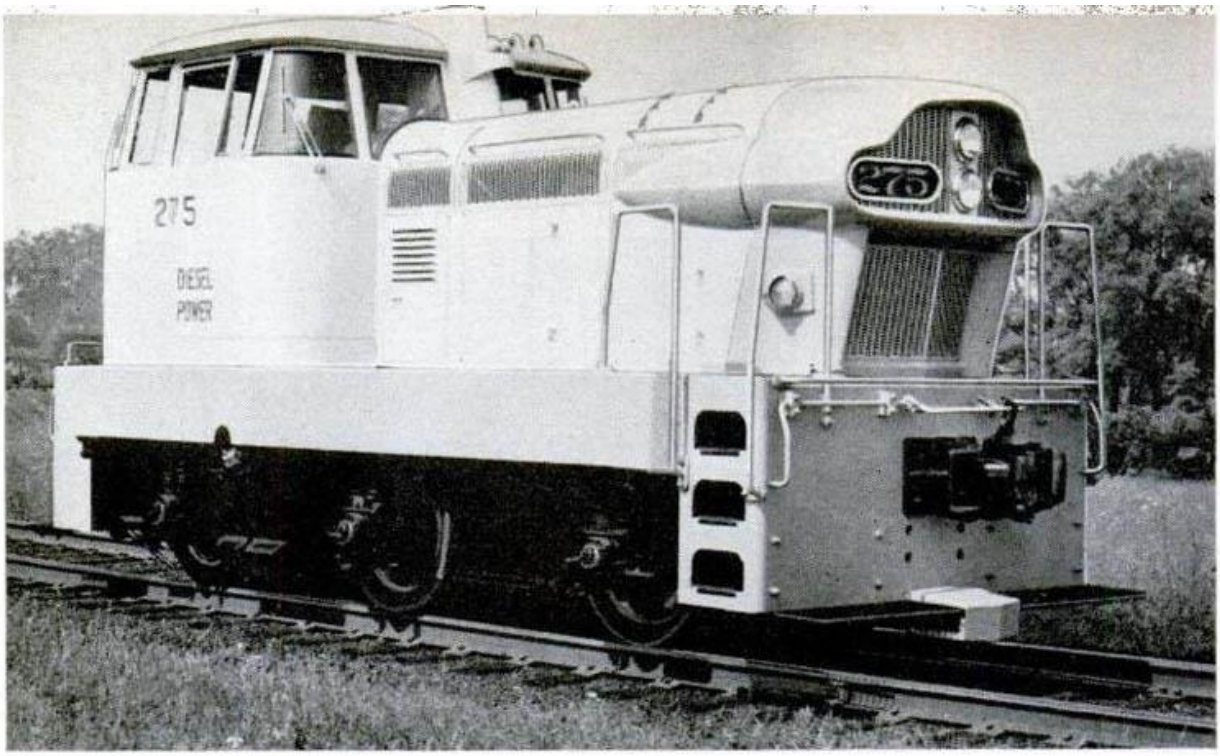
The **GMD GMDH-1** was an experimental diesel-hydraulic switching locomotive built by General Motors Diesel of Canada. Four examples were built. It was a double-ended, center-cab design. The first two locomotives were each fitted with a pair of 6-cylinder Detroit Diesel series 110 engines giving 600 horsepower (450 kW), while the second pair had two series 71 engines developing 800 hp (600 kW).

The first constructed, in December 1956, was serial #A1597, numbered GMDD 1001. It became the GMD London, Ontario plant switcher in April 1958, and was retired in November 1975. The locomotive was given to the Canadian Railway Historical Association in July 1977, and passed into the collection of the Canada Science and Technology Museum in November 1986 after being restored by Al Howlett of London, Ontario.

The second locomotive, serial #A1713, was completed in September 1958, and was first numbered GMDD 600 as a demonstrator. It was later sold to Brazil, where it was RFFSA 600 and later Rio Grande do Sul 6031. The unit is reported as having been subsequently scrapped.

The third and fourth locomotives, #A1811 and #A1812, were constructed in September and October 1959 respectively; they were initially given GMDD 800 and 801. Both were sold to industry. #A1811 passed through a succession of owners. It was first sold to Electric Reduction Company (ERCO) in May 1961 as their #89; ERC sold it to S.G. Paikin through Malcolm Black Equipment Ltd, equipment dealers, in October 1972, who in turn sold it to Limestone Products in October 1973 as their #3-6902. It was sold once more to Malcolm Black Equipment Ltd in September 1979, who resold it in February 1980 to Raritan River Steel of (Perth Amboy, New Jersey) as their #3. It didn't last there, returning to Canada again through Malcolm Black Equipment Ltd and being rebuilt by Peacock Bros. of Edmonton before passing in January 1981 to Hudson Bay Oil & Gas in Kaybob, Alberta as their #3. Hudson Oil & Gas became Dome Petroleum and then Amoco Canada Petroleum, for whom the locomotive remains (as of 2006) operable.

#A1812, meanwhile, was purchased by contracting firm Guy F. Atkinson Company as their #28151. It was re-gauged to 5 ft 6 in (1,676 mm) gauge and shipped to Pakistan for the building of the Mangla Dam, where it still resides.



"Kit" Locomotive Is a Do-It-Yourself Project

Building from a variety of components, the user of a new do-it-yourself locomotive can tailor the machine to the size, power and track gauge he requires. Parts supplied by General Motors Diesel, Ltd., of London, Ontario, will produce two basic locomotive types: A double-engine two-truck model and a single-engine unit with three axles. Engines available are a 275-horsepower V8 and a 400-horsepower V12.

Popular Mechanics Oct 1962

The **GMD GMDH-3** was an experimental diesel-hydraulic switching locomotive built in January 1960 by General Motors Diesel of Canada. Only one example was built,[1] with GMD serial number A1813. The locomotive was essentially the GMDH-1 design but with only a single hood, a single engine and an end cab, mounted on a six-wheel chassis.

The locomotive served as a demonstrator for GMD, bearing number #275, between 1960 and 1962, including a period in Egypt, but no sales resulted. The locomotive was sold in 1963 to McKinnon Industries of St. Catharines, Ontario as their plant switcher, #2128. After nearly 30 years of service, it was sold in 1992 to the South Simcoe Railway, a heritage museum railway, in Tottenham, Ontario, but in 1995 it was declared surplus to requirements by the railway's directors. After a fund-raising effort, the Southern Michigan Railroad Society purchased the locomotive in 1996, where it remains in operable condition as of 2006. [4] As of June 2015, GMDH-3 had been repainted in two-tone blue, and is still parked in Clinton, MI awaiting funds for restoration.

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And don't forget the Aerotrain from GM which looked similar to automobile designs in the 50's.

The ***Aerotrain*** was a streamlined trainset introduced by General Motors Electro-Motive Division in the mid-1950s. It was originally designated *Train-Y* (Pullman-Standard's *Train-X* project was already underway), before the *Aerotrain* marketing name was adopted. Like all of GM's body designs of this mid-century era, this train was first brought to life in GM's Styling Section. Chuck Jordan was in charge of designing the Aerotrain as Chief Designer of Special Projects. It utilized the experimental EMD LWT12 power car, coupled to a set of modified GM Truck & Coach Division 40-seat intercity highway bus bodies. The cars each rode on two axles with an air suspension system, which was intended to give a smooth ride, but had the opposite effect.

The two *Aerotrain* demonstrator sets logged over 600,000 miles (970,000 km) and saw service on the Atchison, Topeka and Santa Fe Railway, the New York Central Railroad, the Pennsylvania Railroad, and the Union Pacific Railroad.

Starting in February 1956 the Pennsylvania Railroad ran the *Pennsy Aerotrain* between New York City and Pittsburgh, Pennsylvania, leaving New York at 7:55 a.m.; the schedule was 7 hours 30 minutes each way. From June 1956 to June 1957 it ran between Philadelphia and Pittsburgh.

In 1956 *Aerotrain* No. 2 was leased as a demonstrator to the New York Central and ran between Cleveland and Chicago.

In March 1956 the Aerotrain made experimental runs for the Atchison, Topeka and Santa Fe Railway in California as a *San Diegan* between Los Angeles and San Diego. Its use ended

because the trainset had to be turned after each trip and it needed helper locomotives on the Sorrento Grade north of San Diego.

Starting December 1956 Union Pacific ran the ex-New York Central Aerotrain as the *City of Las Vegas* between Los Angeles and Las Vegas.[5] The train was eventually relegated to Chicago commuter service on the Chicago, Rock Island and Pacific Railroad.[6]

GM's "lightweight with a heavyweight future" was introduced at a time when passenger train revenues were declining due to competition from airlines and private automobiles. Though it featured a streamlined design, the *Aerotrain* failed to capture the public's imagination. The cars, based on GM's bus designs and using an air cushioning system, were rough riding and uncomfortable.

The design of the locomotive section made routine maintenance difficult and it was underpowered. Both trainsets were retired in 1966 after a decade of use. The Museum of Transportation in St. Louis, Missouri, and the National Railroad Museum in Green Bay, Wisconsin, each have one of the locomotives and two of the cars.

Not to be confused with the 1957 **Viewliner Train of Tomorrow** which was a 2 ft 6 in (762 mm) narrow-gauge, miniature train that once operated alongside portions of the Disneyland main line.

The attraction commenced operation on June 10, 1957 and was billed by Disneyland as "the fastest miniature train in the world. Two separate trains, designed by Disney Imagineer Bob Gurr, and built as scale replicas of General Motors' futuristic *Aerotrain*, traveled along a dog-bone track circuit (rail line with a turnaround loop at each end) through parts of Tomorrowland and Fantasyland. The Tomorrowland train featured cars that were named for the planets, while the cars of the Fantasyland train were named after various Disney characters.

The modern, streamlined trains were placed into service to represent the future of rail travel, in contrast to the steam-powered DRR which represented its past. Motive power for each train consisted of an integral head-end unit driven by a Chevrolet 265 cu in (4.3 L) displacement V8 gasoline engine, mated to a Jeep transfer case powering drive-shafts to both the front and rear wheel trucks.

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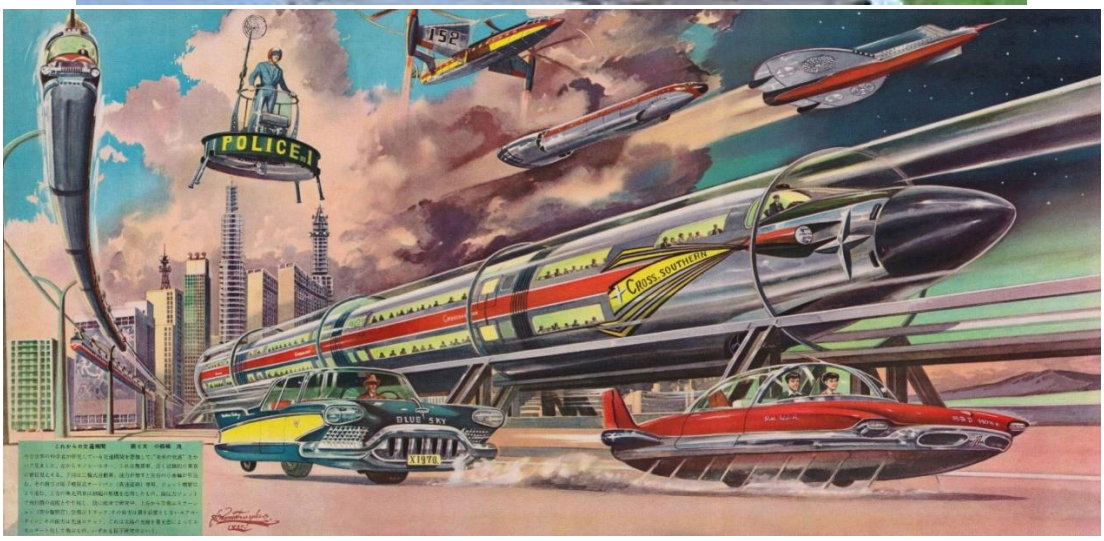
What I want to know is: When are we finally going to get flying cars and where can I go to order a cool looking truck like this one !?!?



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Businesses associated with our club:

** **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