

PGRS TRACKIN'

Newsletter of the Piedmont Garden Railway Society

May 2022

Editor: Scott Williams

We're getting 'full on' in to FINE Garden Train running weather here in the Carolinas. I hope you are dusting off your favorite 'runners' like I am and giving them a wipe down and a light lube and polishing those rails for another fun season of outdoor model train enjoyment. I'm looking forward to getting these guys off the shelf an on the rails...





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Sorry this edition of the PGRS newsletter is a bit delayed. I needed to run up to Maryland for an unexpected family visit.

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The Prescription is Model Trains!

I work about 4 days a week at the NC Arboretum where I open and close the Baker Visitor Center Building.

A quiet, pleasant woman came up to the information desk to inquire about what she could do with her grandson who has a congenital condition that has confined him to a wheelchair. I told her the entire gardens are wheelchair accessible and also told her to visit on weekend afternoons from 12-4 to come see the garden trains run at the Rocky Cove Railroad.

That was like I just flipped a light switch! She stood up a little straighter and a smile came across her face and she said: **“That’s perfect! He loves trains!”** I then delivered a coup de grace and said: “Also check out the Apple Valley Model Railroad club in Hendersonville. They run trains for the public on Wednesday and Saturdays, go online and check their website.” She practically floated out of the visitor center and I thought

'Boy, I'm glad I was here today to tell her about those things'.

Ask club members Bob Van Wagner, Tim Wagner, Fran Monahan and Pete Gendron who have assisted the Reuters Children's Hospital in Asheville to check to see if their model trains are running right and do some maintenance about **why they do it.**

They will tell you that they do it because it cheers people up and makes them happy.

The Arboretum is always looking for some new volunteers to help run the trains and ask the guys at Apple Valley about helping run their large scale trains and reach out to Pete and Fran to see if they could use another hand occasionally to check on the trains at Reuters. They all need to have 'engineers' there to keep the trains on the rails and smiles on faces.



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Today was the first 'Post Covid' TRAINFEST at Lutheridge and it was an excellent experience. The PGRS is alive and well and we had a GREAT DAY!!!

We enjoyed seeing all the 'CREW' after TOO long and we had some great presentations from Larry Morton and Larry Williams and all the 'Gang'.

After the Covid Hiatus I am very glad to announce that the PGRS is once again rolling forward in to the future.

We're hoping to once again get everyone excited about attending the Train Lover's luncheons in their region, plan some open houses, and again encourage fellow members to PLEASE send in some photos of their model train projects to be shared in the newsletter.

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I am also personally **VERY** happy to announce that this afternoon, at the Spring Trainfest that I have found a new home for my much loved USA Trains F3 A/B diesel and my 6 Aristocraft Heavyweight Passenger cars.

Their new owner is now Elliot Stotler of Highlands NC. I wish him as much joy with them as I have had from owning them.





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Big Boy No. 4014

Twenty-five Big Boys were built exclusively for Union Pacific Railroad, the first of which was delivered in 1941. The locomotives were 132 feet long and weighed 1.2 million pounds. Because of their great length, the frames of the Big Boys were "hinged," or articulated, to allow them to negotiate curves. They had a 4-8-8-4 wheel arrangement, which meant they had four wheels on the leading set of "pilot" wheels which guided the engine, eight drivers, another set of eight drivers, and four wheels following which supported the rear of the locomotive. The massive engines normally operated between Ogden, Utah, and Cheyenne, Wyo.

There are seven Big Boys on public display in various cities around the country. They can be found in St. Louis, Missouri; Dallas, Texas; Omaha, Nebraska; Denver, Colorado; Scranton, Pennsylvania; Green Bay, Wisconsin; and Cheyenne, Wyoming.

Big Boy No. 4014 was delivered to Union Pacific in December 1941. The locomotive was retired in December 1961, having traveled 1,031,205 miles in its 20 years in service. Union Pacific reacquired No. 4014 from the RailGiants Museum in Pomona, California, in 2013, and [relocated it back to Cheyenne](#) to begin a multi-year restoration process. It returned to

service in May 2019 to [celebrate the 150th Anniversary of the Transcontinental Railroad's Completion.](#)

Vital Statistics

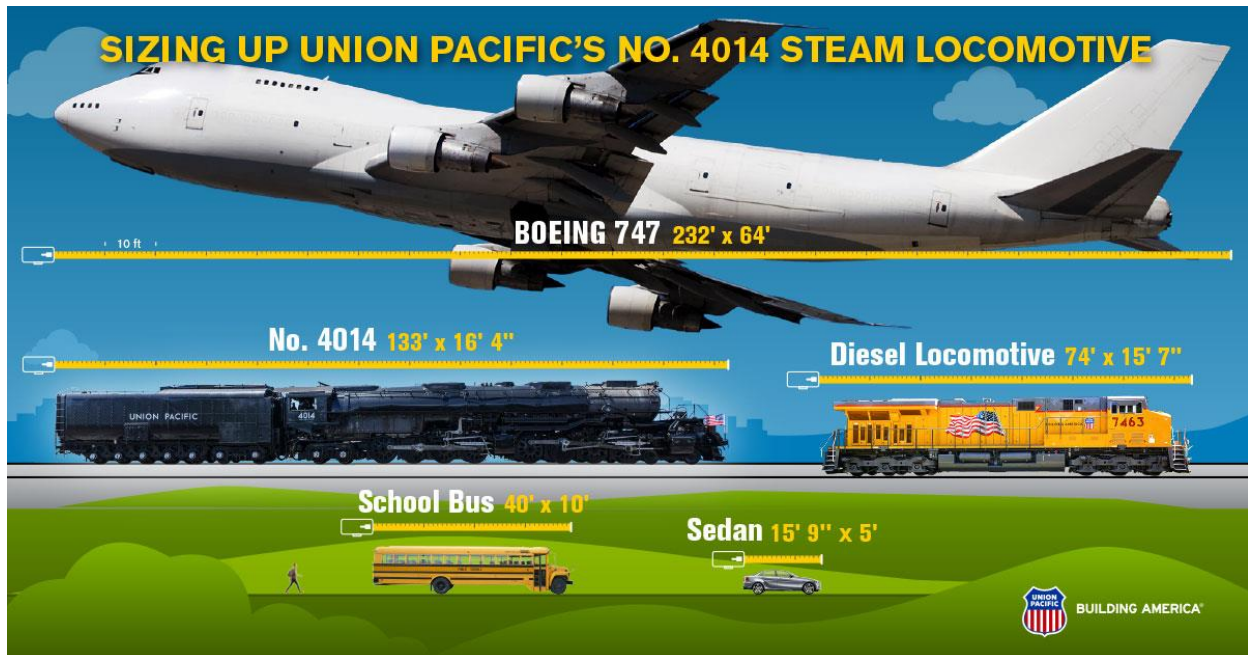
Tender Type:	14-wheeled
Water Capacity:	25,000 gallons
Fuel:	Coal** 56,000 lbs.
Gauge of Track:	4 ft. 8-1/2 in.
Cylinder:	Diameter: 23 3/4 in. Stroke: 32 in.
Driving Wheel Diameter:	68 in.
Boiler:	Outside Diameter: 106 9/16 in. Pressure: 300 lbs.
Fire Box:	Length: 235 1/32 in. Width: 96 3/16 in.
Tubes:	2-1/4 in. Diameter: 75 x 22 ft. 0 in. 4 in. Diameter: 184
Wheel Base:	Driving: 47 ft. 3 in. Engine: 72 ft. 5 1/2 in. Engine & Tender: 132 ft. 9 7/8 in.
Weight in Working Order, Pounds:	Leading: 97,000 Driving: 540,000 Trailing: 125,000 Engine: 762,000 Tender: 427,500
Evaporating Surfaces, Square Feet:	Tubes: 967 Flues: 4,218 Fire Box: 593 Circulators: 111 Total: 5,889
Superheating Surface, Square Feet:	2,466
Grate Area:	150
Maximum Tractive Power:	135,375 lbs.
Factor of Adhesion:	4.00

**Original configuration. Now converted to No. 5 Oil

Bringing the Big Boy Back to Life

Dare to compare ...

How does No. 4014 compare to a diesel locomotive ... or a Boeing 747? Take a look!



****Editor's Note:**

I read in Trains article recently that when they “park for the night”
 The amounts vary from day to day but they like to ‘top Big Boy off’ with...

A full load of:

5,900 Gallons of used motor oil fuel.

75,000 Gallons of treated water spread between the Tender and the two canteen cars.

“The plan each day is to cover 150 miles each day without refilling consumables.

Even with a clean fire and new piston rings, Big Boy is still a steam locomotive, and a steam locomotive by its nature is an inefficient machine. It will use some 200 to 300 gallons of water PER MILE!!!”

WOW!!!!

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MEMBER PHOTOS:

4/16/2022 at Apple Valley Model RR:

Doc brought his C-16 and some of his custom kit built rolling stock out for a run. Beautiful Spring weather.



An AVMRR member "John" had a nice classic Bachmann out for a run today too...



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.

Don Watson
125 Mistletoe Trail
Hendersonville, NC 28791

docwatson@morrisbb.net

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Train Lovers Luncheons:

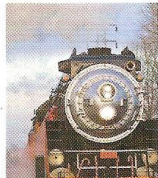
The Asheville Train Lovers Luncheons are on every 2nd Thursday of the month at the Post 25 restaurant in Arden, NC at 11:30.

Greater Greenville Train Lovers Luncheons. They are on the first Tuesday of every month at the A&P Restaurant in Greer starting at 11:30 AM.

Columbus Luncheons at Rural Seed are held at 12:00 on the Third Thursday of each month.

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Businesses associated with our club:

	<p>Jim's Train Sales O & G Gauge New & Used Trains Jim Hendley Etowah, North Carolina 28729 <i>Lionel, MTH, USA Trains, PIKO, LGB Bridgwerks Power Supplies, Bachmann Split-Jaw Rail Clamps, O & G Gauge Track</i></p>
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Garden Railroad Design, New and Used Track

You can now reach Jim at: hendleyjim4@gmail.com

Or....(828) 333-2523



Peggy Keyes
Owner / Chief Conductor
RightTrackTrainMuseum@gmail.com
828/625-5551

The Right Track Toy Train Museum
A non-profit museum to benefit Pancreatic Cancer
research
2414 Memorial Hwy (Rte 64/74)
Lake Lure, NC 28746
Find us on Facebook!

<https://www.facebook.com/The-Right-Track-Toy-Train-Museum-141291999274246/>

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.

Peggy plans to close the museum at the end of the 2024 season and sell the building.