

PGRS TRACKIN'

The Newsletter of the Piedmont Garden Railway Society

November 2023

Editor: Wayne Hamilton

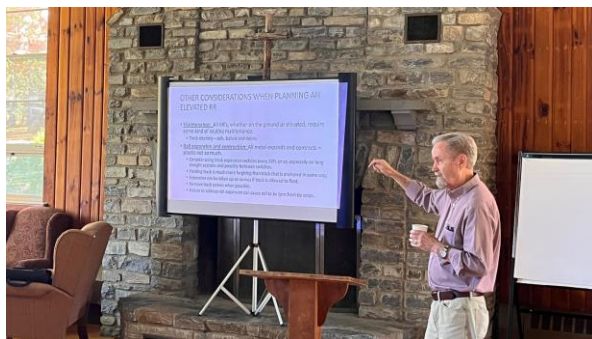
Greetings

Our Fall Train Fest was another success and details are found below. Another one is planned for the spring. Please send any idea, project, tips, photos, or something you found surfing on the Internet, etc., no matter how great or small they may be, to your newsletter editor. Send your materials to: railman1959@aol.com A special thank you to this month's contributors.

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Club Messages

The PGRS membership met for our Fall Train-Fest on September 26th. The vacant positions of vice president and a board member was filled by electing Bill Massey to these posts. Two presentations were given by Doc Watson and Gary Poague on "Going vertical with your Layout" and "Powering your trains".



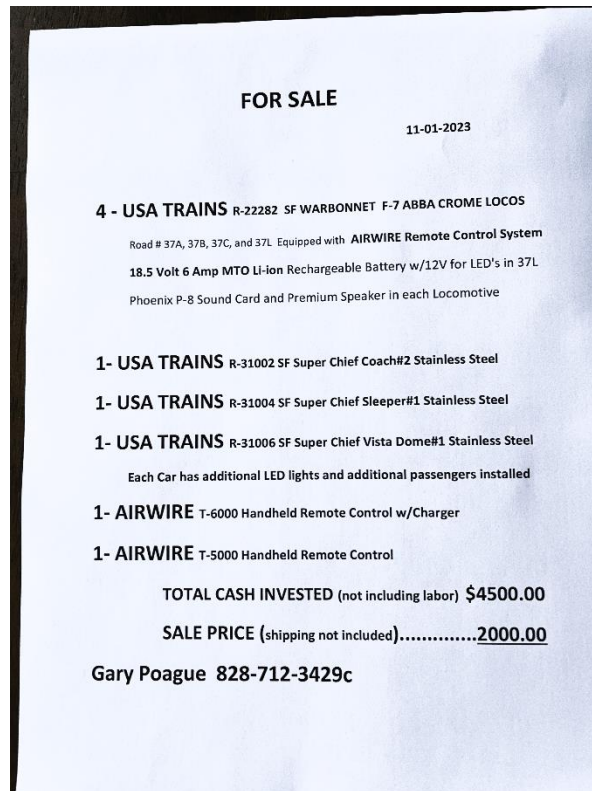


There was a third informal portion to showcase our member's modeling efforts with a show and tell session. Here, Doc Watson explains his award-winning models during that show and tell session.



Happy PGRS members enjoyed Train-Fest as the door prizes awarded this year were awesome.

Gary Poague has several items for sale as listed below. Contact him by cell if interested. He may sell these items individually too.



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](#)

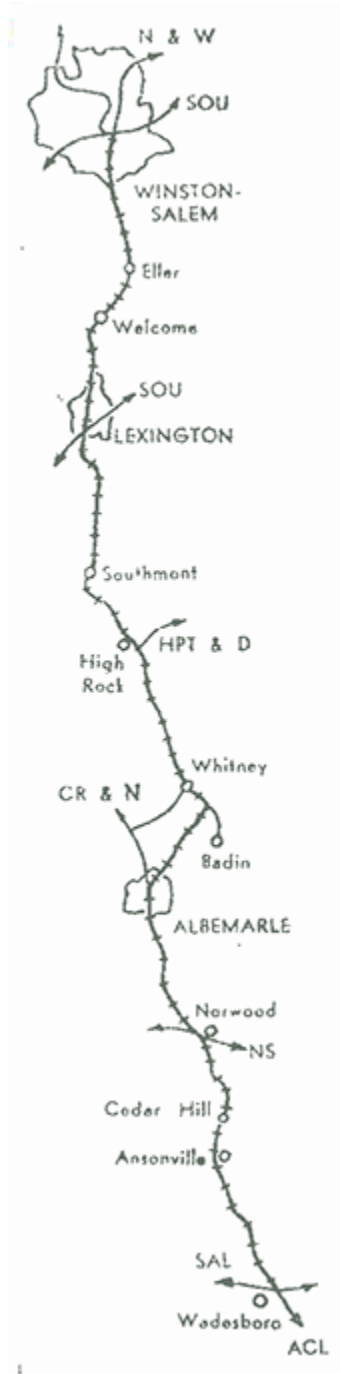
Dues can be mailed to PGRS Secretary/Treasurer at:

Doc Watson
125 Mistletoe Trail
Hendersonville, NC 28791
docwatson@morrisbb.net

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Railfanning - Prototypes to inspire a garden railway layout.

The Winston-Salem Southbound Railway



A map of the Winston-Salem Southbound Railway from the company's promotional notepads. Image courtesy of John Sullivan.



W-SS Engine 1503



HPT&D 202

Originally chartered in 1894, the Winston-Salem Southbound Railway from Winston-Salem to Wadesboro was not completed until 1910. The railroad was the idea of Francis Henry Fries, and was backed from the beginning by its parent railroads the Norfolk & Western and the Atlantic Coast Line. Originally it was a short cut for N&W coal headed to Charleston, S.C. via the ACL connection at Wadesboro for the U.S. Navy, as well as providing access to the port for northbound goods. The railroad served the Yadkin Valley area and grew with it.

About 1957, the railroad switched from steam to diesel engines. Initially the railroad had four EMD GP-9s. They were only on the line a short time before they decided instead to lease engines from the N&W and ACL as needed; two GP-9s went to each of the parent railroads. The Southbound got control of the High Point, Thomasville, & Denton Railroad in 1960; they connect in High Rock. In the 1960s the HPT&D was still using GE 70 ton switchers for engines; eventually they adopted the same practice as the Southbound. The Southbound has one train each way between Winston-Salem and Wadesboro, number 209 south and 212 north. During the Seaboard Coast Line days (a product of the Seaboard Air Line and ACL merger) the old ACL line from Wadesboro to Florence was abandoned and a new connection was built east of downtown Wadesboro.

Today the Southbound crew turns the train over to a CSX crew at the W-S Junction; that train runs to Hamlet and back as a local with the same train number both ways. Meanwhile, the Southbound crew goes to a motel for 8 hours, and then takes the CSX train from Hamlet north to Winston-Salem. Several customers ship and/or receive by rail on both the WSS and HPT&D. Corn Products in Winston-Salem receives unit trains of corn to process into corn syrup; some is shipped out in tank cars. The Schlitz brewery in Winston-Salem was a big customer until the new owner, Strohs, decided it didn't need the capacity. Other customers include a chemical plant near Denton, a Lowe's Wood Products yard between Denton and

High Point, an Owens-Illinois plant just north of Lexington, and several others. Even with parents that are albeit competitors, the Southbound continues to operate as usual.

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The Backshop – Modeling Tips and Projects

Happy Birthday to the Rocky Cove Railroad!

By: Scott Williams

From little acorns mighty oak trees grow. The Winter Lights show celebrates its 10th year this winter at the North Carolina Arboretum. Hard to believe that many years have passed! The PGRS was an integral part of the design and construction and modifying the locos to battery/RC, and painting rolling stock, etc. The Arboretum crew did the ‘Heavy Lifting’ in the site prep and grading and plantings. The trees looked so tiny in this photo in their first years and below you can see how beautifully they’ve grown since that time. Not many of us have garden layouts that can rival this one, but then again, none of us have a crew of 11 full-time horticulture workers and a team of dedicated volunteers. ‘Many hands make light work’.



2015



2017



2023

One of my coworkers at the Arboretum related an amusing story I hadn't heard before. Apparently, after the layout was completed, the state informed the Arboretum that it needed to be inspected. They shrugged their shoulders and said 'okay'. The NC Dept. of Labor inspector drove up from Raleigh and when they took him to see the train, he took one look and headed to his car. Apparently, they didn't realize it was a model train and not one that you ride on. Wasted trip. Ha!!

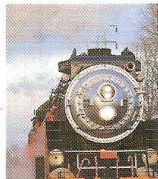
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Railroad Trivia

The [Sierra Railway Company of California](#) Engine No. 3 is a 4-6-0 Ten-Wheeler steam locomotive built by the Rogers Locomotive and Machine Works of Paterson, New Jersey. It was originally built for the Prescott & Arizona Central Railway (P&AC) as their locomotive #3 and named *W.N. Kelley* after the company's treasurer. The P&AC went bankrupt in 1893, but No. 3 is famous for what feat? The answer is found later in this newsletter.

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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

A reminder to all our members of the 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.

The 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.

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

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PGRS Member Stories

From WLOS-TV by Matthew Yates: [Lake Lure family's legacy lives on through love, trains and cancer awareness | WLOS](#)

A few weeks ago, News 13 told you about the Right Track Train Museum's closing in Lake Lure. In today's Carolina Moment, we bring you the story of the family behind the museum and its lasting impact. There's no shortage of peaceful sights and sounds in Lake Lure, but just a little way past the lake's beach, a different type of audio-visual experience has added to the area for the last 12 years.

"When I started, I knew that trains ran on tracks and that was the extent of my knowledge," said Peggy Keyes, who has operated the museum since it opened. "I knew that people would love the trains and particularly little kids. I just love the little kids when they come in." The toy trains belonged to her husband Larry, a lifelong collector.

"He was a recording engineer for Columbia Records in Manhattan for 35 years," Keyes said. Her son Jim Keyes vividly remembered his father's career. "He worked with everybody from Bob Dylan to Leonard Bernstein and anybody in between," he said. "And on my birthday, he would take me to work with him in New York City." And, of course, they took the train into the city.

"Absolutely! Trains are a big part of everything," Jim Keyes said. "I went to high school in another town and took the train into that town and yeah, we like trains." When Larry Keyes wasn't busy working on records, he was sharing his passion for trains with his children. "I would go with Dad to these train shows. We'd wake up early on Sunday morning, and he would make an egg sandwich for me that he called an engineer's sandwich. And then we would go to these swap meets, and he would pick up trains. Yeah, I loved the trains, still love the trains, but I just don't have the room. You need a lot of real estate to play with trains."

Larry and Peggy were in search of a summer home, which took them to Lake Lure. The train museum wasn't in the plans, but Larry fell ill, and that changed everything. "In 2007, my husband died from pancreatic cancer. I learned at the time that there had been no improvement to pancreatic cancer in over 30 years and that just sent me into a tizzy," Peggy Keyes said. "I had to do something to raise funds for pancreatic cancer research. And he left all of these trains had belonged to him. He started collecting when he was a teenager and stopped collecting a week before he died."

Jim Keyes remembers when his mother told him about the idea. "She called me up 13, 14 years ago and said, 'I've got a crazy idea, but I can't tell you what it is,'" he said. And she told him she was going to take his dad's trains and make a museum. "I said that's fantastic. You should totally do that, thinking, yeah, it'll happen," Jim Keyes said. But, frustrated with the state of pancreatic cancer research, she was determined.

"I just needed to do something, and that's what I did," Peggy Keyes said. "I found some men from a train club in Hendersonville who came over to see what this crazy lady was doing and then they wound up coming every day for six months and set this up." Her goal was to raise awareness and money to advance cancer research. "Every single cent I take in goes to [Pancreatic Cancer Action Network](#)," she said.

But the museum also came to mean more to some of its visitors. "Oh, I could tell you a dozen stories," Peggy Keyes said. But one of the most striking was of a man who came in one day and then left, saying he'd be back. "I'm thinking, 'Oh yeah, sure.' A few minutes later he came back with his wife and two sons," Peggy Keyes said. "The family had been in the area visiting the wife's father who passed from pancreatic cancer. They were in here for about an hour, and I heard her when she walked out the door. She said, 'I feel better now.'"

The museum has encouraged kids of all ages to put down their iPads and play with the trains - that's Peggy's favorite part. But, as the years have gone on, Peggy felt the need to downsize and simplify her life.

On Aug. 27, the museum closed its doors for the last time. The trains are off to new homes, and Peggy is on to a new chapter in her life. But Jim said the lasting impact of the museum is that with a little drive and creativity, anyone can make a difference.

"Trains and cancer research is not something you would necessarily put together, but that's what mom does. She takes these disparate things and makes 'em work," he said. Peggy saw a way to help with the trains her husband loved.

"It's what you're passionate about. Try and bring the joy that you're joyful about, that you like, like trains, to help."

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Railroad Trivia Answer

Sierra No. 3, often called the "Movie Star locomotive", is a 19th-century steam locomotive owned by the State of California and preserved at Railtown 1897 State Historic Park in Jamestown, California. Former Transportation History curator at the Smithsonian Institution William L. Withuhn described the locomotive's historical and cultural significance:

Sierra Railway No. 3 has appeared in more motion pictures, documentaries, and television productions than any other locomotive. It is undisputedly the image of the archetypal steam locomotive that propelled the USA from the 19th century into the 20th.

Built in 1891, the locomotive returned to operation in July 2010 after a fourteen-year absence from service and a three-year-long overhaul, requiring the replacement of its original boiler. It was listed on the National Register of Historic Places in 2023.

In 1995, the Federal Railroad Administration issued new safety standards for steam locomotive boilers. In order to comply with these revised regulations, Sierra No. 3 was removed from service until a complete evaluation of the locomotive's condition could be made. Preliminary repairs were completed in 2000–2001. The project progressed very slowly until 2007, when a major fundraising campaign began. At that time, the budget for the project was estimated at \$600,000. In a fundraising appeal, Clint Eastwood described Sierra No. 3 as "like a treasured old friend." Eastwood had ridden the locomotive early in his career on the TV series *Rawhide*, and later used the locomotive in his own movie productions *Pale Rider* and *Unforgiven*. Eastwood wrote, "Sierra No. 3 resides at Railtown 1897 State

Historic Park. It is housed in the original roundhouse which is still in use. Together these two assets provide a rare opportunity to experience history just as it was 109 years ago.”

Starting in 1920, Sierra No. 3 has appeared in over 40 movies and also over 40 television shows. Who can forget the Hooterville Cannonball.



Sierra Railway No. 3. hauling its first train on July 3, 2010, after its overhaul

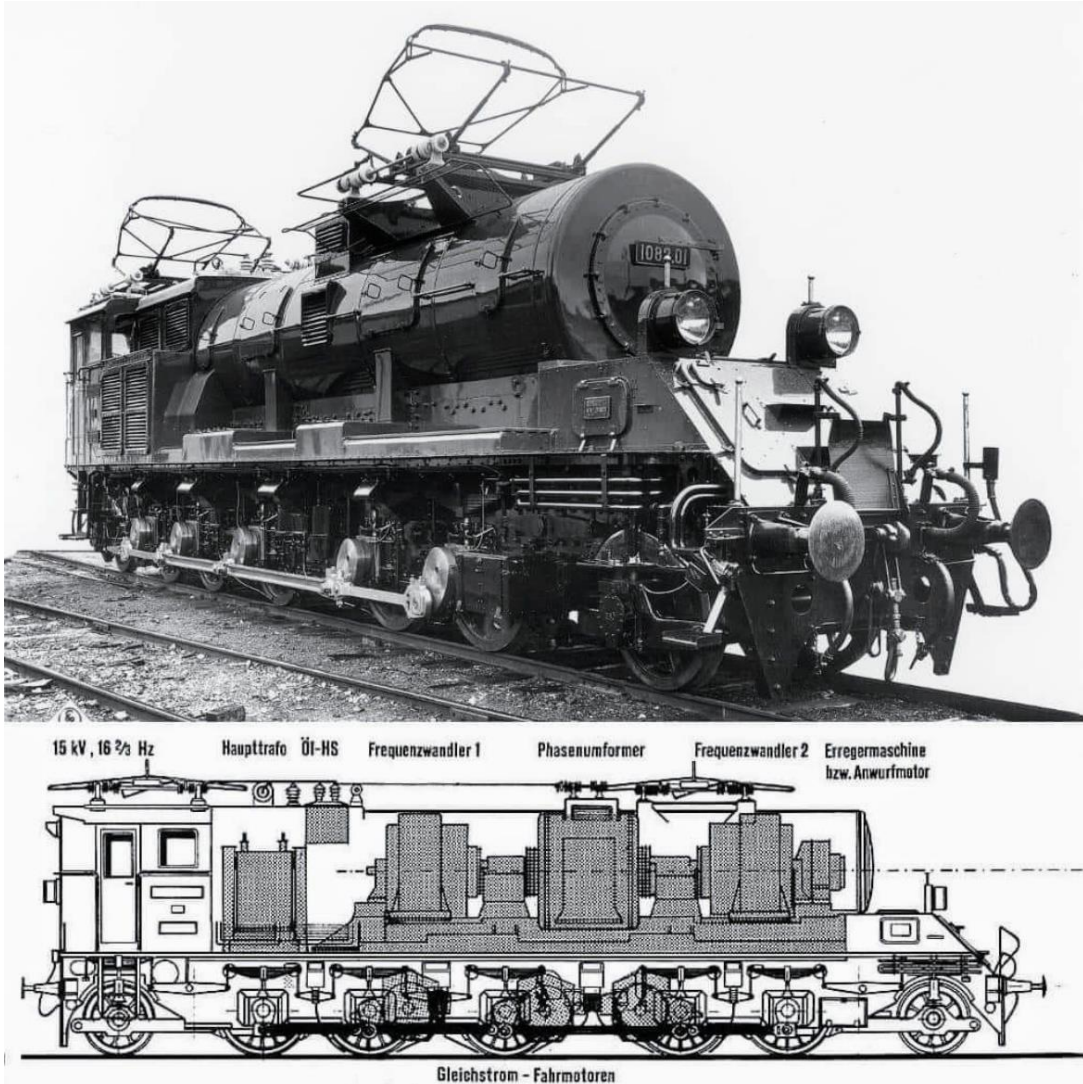
The locomotive was often redecorated for various movie and television appearances, one of its most famous roles being the *Hooterville Cannonball* from the mid-1960's series *Petticoat Junction*. False smokestacks were also often installed to alter the appearance of the locomotive. The 1920's were selected as the restoration period for the locomotive to represent. The final cost of the restoration was \$1.6 million; the locomotive officially returned to service on July 3, 2010. As of 2023, No. 3 is currently undergoing its Federal Railroad Administration (FRA) 1,472-day inspection and overhaul.

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Web Bits

[3-D Printing | Model Railroad Academy](#)

[N&W No. 611 debuts for the Virginia Scenic Railway's 'Shenandoah Valley Limited' - Trains](#)



Something a little different for those that read German.

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