

PGRS TRACKIN'



The Newsletter of the Piedmont Garden Railway Society

November 2025

EDITOR'S GREETING

Happy Thanksgiving. We had a great Train Fest and I hope everyone had a great time. We are already planning our Spring get together. As it gets colder, I plan to do more modeling projects. If you plan the same, please photograph and share your progress with your fellow PGRS members. I also extend an invitation to contribute articles to our future newsletters.



OUR CLUB'S MISSION

Our 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.

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WWW.PIEDMONTGARDENRAILWAY.ORG



CLUB NEWS

Trainfest was held October 18th at the Lutheridge Camp and Conference Center in Arden. We heard a great talk on the Saluda grade from David O'Brien from the Saluda Depot Museum. If you missed his talk, there is a YouTube video available at this link:

[Saluda Train Tales featuring Dave O'Brien Sept. 19, 2025](#)

Another interesting Saluda Grade video is at this link:

[Southern Railway- Saluda Grade Training Video](#)

As a reminder, the position of Vice-President is still vacant. If interested, please contact President Bill Massey, as elections will be held in the spring.

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 or contact:

Jim Redmond
PGRS Secretary/Treasurer
14 Fountainview Terrace #202
Greenville, SC 29607

From Scott Williams:

Hey fellow club members,

I recently got a custom painted, one-of-a-kind Aristocraft Western Maryland 4-6-2 Pacific loco from a new Apple Valley club member in exchange for the labor of converting his B&O Pacific loco to Blunami and battery power. It's a real beauty to my eyes since I grew up near the Western Maryland rail line in my hometown and it holds a nostalgic place in my heart even though WM got out of the passenger business about 3 years before I was born and Wild Mary was only ever a freight railroad in my memory.

CLUB NEWS - Continued

My future projects include painting and lettering two WM heavyweight passenger cars to go behind this new loco to enjoy running.

I am finding myself, once again, with an excess of locomotive power just laying around that I am literally almost tripping over in my train room. I think I'm up to about 30 locos now and therefore I'm thinking of selling this fine Southern RR, Pacific loco which I previously converted to PIKO r/c control and battery with a Myloco sound card. The loco has been thoroughly gone over the last few years I have owned it and it has been tracking and pulls quite well and sounds quite nice too. I sold off my Southern heavyweight passenger cars a few years ago so it's now more 'in the way' even though it looks really good just pulling my freight cars.

It would be a very nice addition to any club members' roster, or maybe a nice entre' into the world of battery powered G scale locomotives and I would also be willing to help them buying and modifying a charger if they don't already own one to charge the on-board battery I installed.

I am willing to let this Loco go to a fellow club member for a VERY reasonable price only hoping to at least re-coup the money spent on the RC and sound conversion. A great deal to a good home is what I'm hoping for.



Any member interested in this locomotive should contact Scott Williams directly at srwavl@outlook.com.

CLUB NEWS - Continued

Here are a few photos from the last train show at the Ag Center.



There were several large scale train displays.



Fran's duck train was a big hit.

CLUB NEWS - Continued



This layout gave kids a chance to run some G scale trains.



And there is always one vendor you wonder about!
Just kidding Bill.



CLUB NEWS Continued
Train Show Calendar Links:

November 8th and 9th Raleigh, NC Fall Train Show at the Fairgrounds. Jim Graham Building. www.nvrclub.net

February 13th and 14th 2026 Central Railway Museum Train Expo in Easley SC at the Rock Springs Church. www.crmha.org



RAILROAD TRIVIA QUESTION

What Railroad was known as the “railroad on stilts”?
The answer is found later in this newsletter.

RAIL-FANNING
PROTOTYPES TO INSPIRE A GARDEN RAILWAY PROJECT



Chattanooga welcomed its first rail line with the arrival of the Western and Atlantic Railroad in 1850. A few years later, in 1858, the East Tennessee, Virginia, and Georgia Railroad also arrived in Chattanooga. The city quickly became a railroad hub with industries springing up in the area to take advantage of the new transportation corridors.

During the Civil War, confederate and union leaders recognized Chattanooga's strategic advantage because of its railroads, and in subsequent decades, the city's railroad reputation gave rise to the iconic song “Chattanooga Choo Choo.”

RAILFANNING— Continued

By the late 1950s, railroads were waning as interstates and airlines made travel faster and more personal. With automobiles, Americans could choose their own schedule and stop as little or much as they wished. Passenger operations all but ended in the 1960s, and freight operations suffered as big trucks hauled much of the freight across the country.

During this period, railroad museums formed to save some of the histories of this most iconic mode of American transportation.

In Chattanooga, as steam made its last appearances on the country's major railroads, a few railroad fans began buying steam engines and passenger cars that the railroads would otherwise have scrapped. This small collection was the beginning of the Tennessee Valley Railroad Museum, which was founded in 1961 by a small group of local residents who were intent on trying to save some American history by preserving, restoring, and operating authentic railway equipment from the "Golden Age of Railroading."

Railroads like the Southern Railway also made generous donations of obsolete rail cars to museums like TVRM, expanding their collections and the story the museum could tell. In addition, Southern Railway donated the original East Tennessee, Virginia, and Georgia roadbed (absorbed into the Southern Railway System in 1894) on which TVRM could operate.

TVRM's passenger trains run on the historic route, which includes Missionary Ridge Tunnel, completed in 1858 and on the National Register of Historic Places. The tunnel is the primary reason TVRM runs on the 3-mile section of the former Southern Railway. As railroad equipment grew too large to pass through and the single-track tunnel became a traffic jam for an otherwise double-track railroad, Southern Railway abandoned the 3-mile portion of the line and built a new section around the end of Missionary Ridge, avoiding the tunnel altogether.

Today, TVRM preserves railroad equipment not only to preserve machines but to preserve an experience as well. In providing this historical experience, TVRM hopes to educate our visitors about the importance of this industry and how it helped create the modern world in which we live.

RAILFANNING— Continued

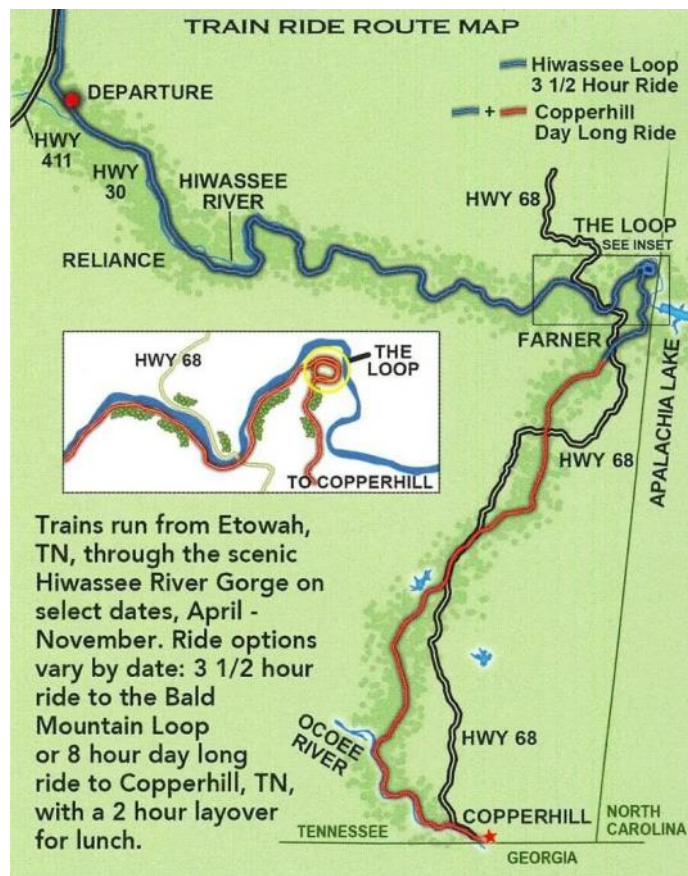
Train Ride Routes

This map depicts the Missionary Ridge Local train route, featuring key stops



like East Chattanooga Depot, the Backshop, and Grand Junction Station, with parking available at one the right side of the journey.

This map shows the Hiwassee River Railroad routes from Delano, TN, with a short loop and a day-long ride to Copperhill, including a layover for lunch.



RAILFANNING— Continued



This map outlines the Summerville Steam Special route from Grand Junction to Summerville, highlighting key landmarks and distances in miles.

These links explain more about these trips;

[Visit TVRM - Unique Train Rides & Events in Chattanooga](#)

As a G scale tourist line, you could model a variety of locomotives and equipment. A mix of freight and passenger cars can be run together or just be displayed on your layout. There's no limit to the mix and match of rolling stock. Just have fun.

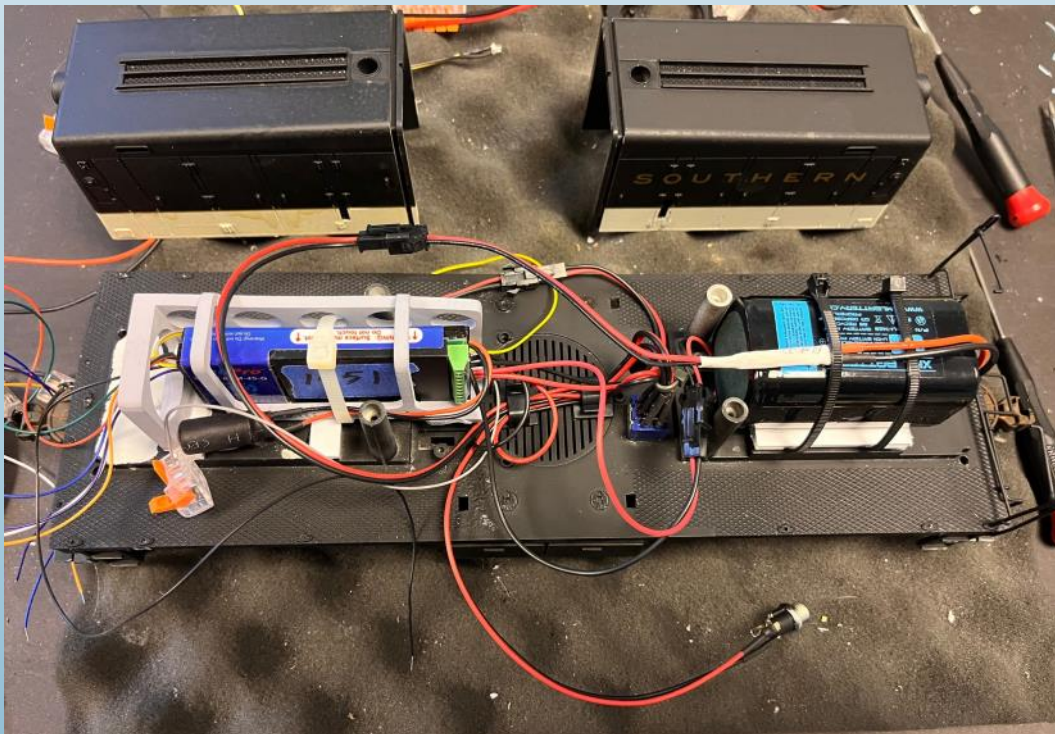


THE BACKSHOP

MODELING PROJECTS AND TIPS

More Southern Railway Projects **By : Wayne Hamilton**

I've been sidetracked by various issues, but I'm still working on the Savannah and Atlanta caboose project. More on that project soon. In the meantime here's an in progress photo of a Railpro installation into a USA 44 tonner. The battery is on the right and the decoder on the left. The speaker goes into the radiator grill in the hoods.



As you can see, space it tight. There are only four functions of the front and rear headlight, the cab light, and the speaker.

For those that don't remember a previous article on making the shell for this locomotive, here's a short reminder of where I started and where I'm headed on the next page.

THE BACKSHOP
MODELING PROJECTS AND TIPS
Continued

The prototype below:



A photo of my model shell in progress.



XXX

THE BACKSHOP
MODELING PROJECTS AND TIPS
Continued

My layout was damaged by the hurricane. As part of the rebuild, I am adding some low trestles leading up to a new covered bridge. Here's my progress on building those cedar bents below. There will a curved section added on the left.



RAILROAD TRIVIA ANSWER

The Camas Prairie Railroad was known as the "**railroad on stilts**" due to the many wooden trestles along its route. In one five-mile stretch, there were more than a dozen trestles, and along the entire 66-mile length of the second subdivision, the line passes over 45 bridges and seven tunnels (though one bridge has since burned down and tunnel #2 was long ago daylighted). The sub-division's largest timber trestles and all 7 tunnels are between Culdesac and Reubens, where the line continues up Lapwai Creek Canyon then loops back north and finally climbs out through Rock Creek canyon, a 2,000-foot ascent at a 3% grade.

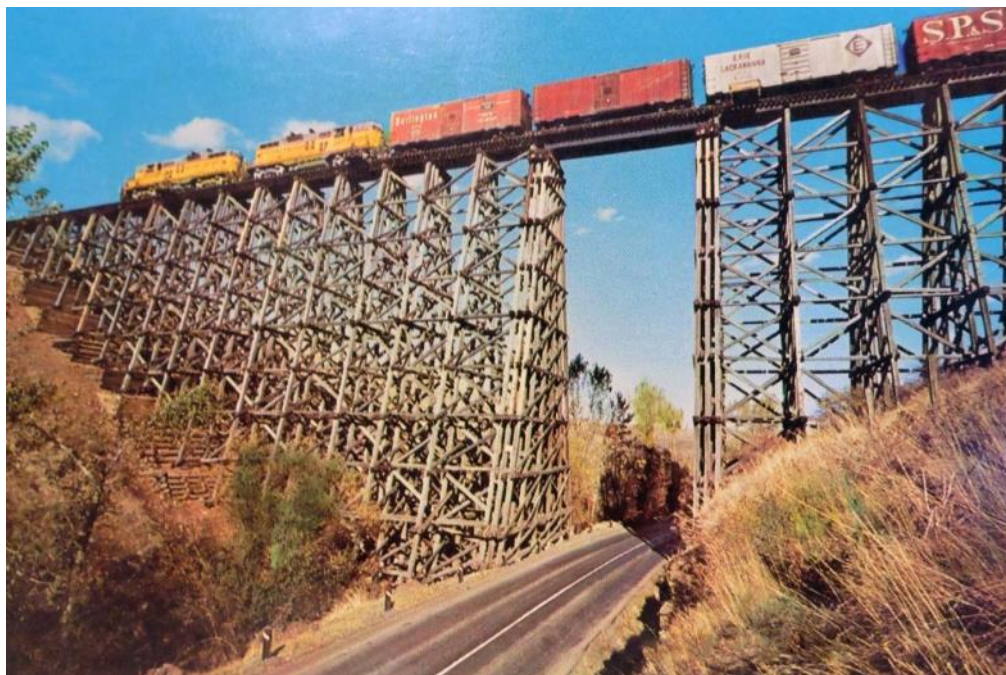
Camas Prairie Railroad Company (reporting mark CSP) was a short line railroad in northern Idaho jointly owned and operated by Northern Pacific Railway and Union Pacific. Parts of the former railroad are now operated by the Great Northwest Railroad and the BG&CM Railroad.

Among the line's notable features are the curved timber-frame trestle Bridge 22, known as "Half-moon Trestle". This bridge, partially visible from U.S. Route 95, has a length of 685 feet and is 141 feet high, and was built with almost 1 million board-feet of lumber. Tunnel 1, called "horseshoe tunnel", bends at such an angle that neither end can be seen from the middle. This tunnel, and several others are either timber-framed or have timber-framed entrances.

In addition to its wooden trestles, the railroad's second subdivision also had a sizable steel viaduct, 1,520 feet in length with a maximum height of 280 feet. Known as Bridge 38 (46.2°N 116.42°W), it spans Lawyer's Canyon between Craigmont and Ferdinand, and is also visible from U.S. 95.

[Camas Prairie Railroad. Shortline on Stilts](#)

RAILROAD TRIVIA ANSWER
Continued

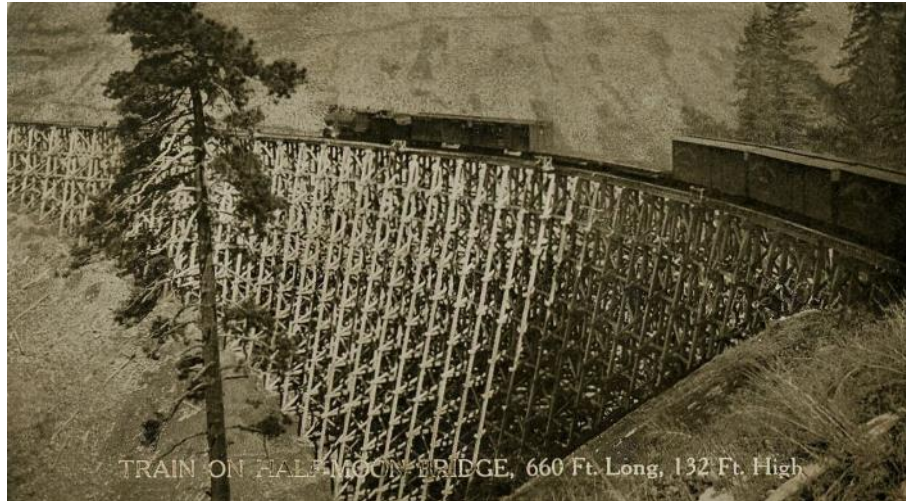


[Flying the Lapwai Canyon | Camas Prairie Railroad | 7+ Mile Flight | Oct. 29, 2022 | DJI Inspire 2](#)

RAILROAD TRIVIA ANSWER

Continued

The awesome 1975 film **Breakheart Pass** starring Charles Bronson was filmed on portions of the railroad, as were parts of 1999's **Wild Wild West**.



The railroad was sold to North American RailNet in April 1998, and it became the subsidiary Camas Prairie RailNet, Inc. (CSPR). After less than two years, CSPR notified the U.S. government in late 1999 that the second subdivision line to Grangeville could be subject to abandonment. Tracks were to be removed shortly thereafter, but that was delayed as a new operator for the line was sought. When BG&CM stepped in to operate the second subdivision line in December 2002, it was originally only to extend from Spalding to Craigmont, but a few weeks later decided to continue south, across Lawyer's Canyon to Cottonwood, stopping the salvage crews from going further north.

The tracks from Cottonwood to Grangeville were removed and salvaged in late 2002 and 2003. North American RailNet sold the remainder of the railroad to Watco in March 2004, which renamed it the Great Northwest Railroad. In 2011, Bridge 21-3 was destroyed in a wildfire. By 2021 the tracks had been removed all the way from Grangeville to Ruebens.



WEB BYTES

Web Links to Resources & Information


[Aristocraft Eggliner Adding a Revolution Train Engineer RC with sound and a battery](#)

[G Scale | E115 Super Long Freight Train, Battery Powered!](#)

[Bluestone Southern G scale trains operating session with radio traffic. October 18, 2025](#)



BUSINESSES ASSOCIATED WITH OUR CLUB

	<p>Jim's Train Sales O & G Gauge New & Used Trains Jim Hendley Etowah, North Carolina 28729 Lionel, MTH, USA Trains, PIKO, LGB Bridgeworks Power Supplies, Bachmann Split-Jaw Rail Clamps, O & G Gauge Track</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 Luncheon** will be the first Thursday every month from 10am to 2pm at the Hendersonville Depot. **Please bring trains to run.**

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

The **Columbus Train Lovers Luncheons** are held at 12:00 on the Third Thursday of each month at Sully's Restaurant in Columbus, NC.

