

PGRS TRACKIN'

Newsletter of the Piedmont Garden Railway Society

September 2021

Editor: Scott Williams

Greetings PGRS members!

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Doc Watson says:

Finally got around to painting the tender. My son created the decals, they were sent off to Stan and he is putting them in the mail tomorrow. Only took a week from start to finish.



Almost there!!



Received the numerals for the smoke box number plate. My son printed them. They are even beveled.





Interior shot...



And then, August 29, 2021, Doc Watson sends me this photo and caption:

“I finally finished my Mogul.”



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41st National Narrow Gauge Convention [It's here!!]

Hickory NC

September 1 – 4, 2021

News Update from Johnny Graybeal, Convention Chairman at this link to the Home page:

<http://41nngc.com/>



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Marge and Fran Monahan:

Recently visited Bradford PA last week to see the Kinzua RR Bridge.









From Wikipedia:

The park is noted as the site of the Kinzua Bridge spanning Kinzua Creek, original bridge built in 1882, subsequent bridge built in 1900 and destroyed in 2003 by a tornado. At the time it was built, the original (c. 1882) Kinzua Bridge was the highest, at 301 feet (92 m), and longest, at 2,053 feet (626 m), railway bridge in the world, given the distinction of being listed as a Historic Civil Engineering Landmark (the listing was in 1977). The Erie Railroad company originally owned and operated the bridge

The Kinzua Bridge, in 2001, prior to its collapse:

William Scranton, then governor of Pennsylvania, signed legislation creating Kinzua Bridge State Park in 1963, although the park did not officially open until 1970. In 1987, excursion trains of the Knox and Kane Railroad again began running on the bridge. The trains traveled from Kane with a trip through the Allegheny National Forest and made a stop on the bridge before returning to Kane.

The Knox and Kane Railroad offered excursion rail trips across the bridge until June, 2002, when it was closed for restoration. At approximately 3:20 p.m., July 21, 2003, a tornado from the east touched down at the park. The storm, classified as F-1 on the Fujita scale, tore down 11 of the 20 structure spans and nearby trees were snapped and uprooted. The failure was caused by badly rusted bolts holding the bases of the towers. The investigation reckoned that the whole structure oscillated laterally 4-5 times before fatigue broke the base bolts. The towers fell intact in sections, and they suffered impact damage with the ground. They have been left as they fell, and it is intended to make the ruins a visitor attraction to show the forces of nature at work.

In 2011, the engineering masterpiece was reinvented as the Kinzua Bridge Skywalk, a new pedestrian walkway where visitors can stroll 600 feet out on the remaining support towers, peer miles out into the Kinzua Gorge as well as peer down into the partial glass platform at the end of the walkway.

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Pete Gendron shared this article from the Digital Courier:

https://www.thedigitalcourier.com/news/first-train-to-ellenboro-was-a-long-time-coming/article_5262c10a-9692-5f48-882f-5682cd1969fb.html

First train to Ellenboro was a long time coming

By Larry Cole Special to the Courier
Aug 2, 2021



The old Ellenboro Train Depot, which now serves as a unique museum full of history, isn't just train-related items, but a wide-ranging collection.

Photos contributed

ELLENBORO

When the Wilmington, Charlotte, and Rutherford Railroad was chartered in 1855, residents of this area could feel they were at last entering the modern world. The outbreak of the Civil War in 1861 stopped construction near Cherryville while the most

arduous and expensive sections lay ahead. Work on the road resumed after the war, but financial problems and mismanagement led to a foreclosure sale in 1873 to a new company, the Carolina Central Railway.

The *Rutherfordton West-Carolina Record* reported in May, 1873, that “a number of mules, carts, etc., have passed through this place, for work on that portion of the Carolina Central Railroad, for which contracts have been let out.” By 1874, nearly two decades after the original charter, construction was completed to Shelby as work once again was halted. By 1876, financial stress had again forced the company into foreclosure and reorganization as the Carolina Central Railroad.

An article in the *Rutherfordton Mountain Banner* in November, 1881 described “the grading as continuous from within two and a half miles of town, the only breaks being those left for trestles and bridges; that it is in fair condition, much of it being completely sodded with grass; portions serve as wagon ways, while on others there is a considerable growth of young pines.” Frustrated county residents began to solicit offers from any company that would provide a rail connection, whether by Shelby, Gaffney, or Spartanburg.

In February, 1882, the *Mountain Banner* reported the sale of the Carolina Central to John M. Robinson of Baltimore, as “a matter of much more significance and of much greater importance than was at first supposed.” The son of Moncure Robinson, one of America’s preeminent railroad builders, John M. Robinson was consolidating the various companies that would become the Seaboard Air Line, making connections east to Wilmington and north from Hamlet to Raleigh, Norfolk and Baltimore.

In the 19th Century, railroad construction was expensive, labor- intensive work done by picks and shovels. In the spring of 1885, the state legislature passed an act to assign 100-150 convicts to the Carolina Central Railroad. After surveys from Shelby toward Gaffney and Spartanburg were considered, the company began moving dirt in the direction of Rutherford County in the fall of 1885. In October, 183 wheelbarrows passed through Charlotte, headed to Shelby for the extension to Rutherfordton. By

November, 200 laborers, mostly African-American convicts hired out by the state and county governments, were working both sides of First Broad River, one of five streams that had to be bridged as construction moved toward Rutherfordton.

In January, 1886, according to the *Asheville Citizen*, "the large force on the Carolina Central are making long and rapid strides towards Piney Mountain Ridge, which point will be reached in the spring." By April, *The Morganton Star* carried reports from Forest City, that "a location for a depot at the crossroads near Piney Ridge had been decided upon, and the town will be laid off in a few days".

As a measure of thanks to the Carolina Central president who had, at last, brought the railroad to Rutherford County, the new village was to be called Ellenboro in honor of John M. Robinson's 15-year-old daughter. Descended from the First Families of Virginia through both parents, Ellen Conway Robinson lived a life of Gilded Age privilege in Baltimore. Unlike the young men working her father's railroad, Nellie, as she was known, attended an exclusive private school and enjoyed travel abroad in Europe during the Belle Epoch. According to an article in *Munsey's Magazine* from 1898, Nellie had "an unusually fine soprano voice, which was carefully cultivated in Paris, and has many a time sung the dollars right out of tight pockets for the sake of charity." Her marriage to Richard Morton, Jr, in 1896 was one of the social events of the year in Baltimore.

On Monday, October 11, 1886, the first train from Charlotte rolled into Ellenboro. "When Shelby, the old terminus of the road was reached, a large delegation was found waiting to board the cars for the new station, fourteen miles distant, and it looked like an old time free ride," noted a reporter for the *Charlotte Observer*. Filled to capacity, the train entered Ellenboro with passengers crowded on the platforms and steps, where a large celebration was held, 31 years after the first charter was granted.

In 1886, a crossroads settlement on Piney Mountain ridge had become the new village of Ellenboro with the arrival of the Carolina Central Railroad. With mail now being delivered by rail, a Post Office was established with William F. Byers as the town's first

postmaster. In December, the *Wilmington Morning Star* carried the news of a “Phenomenal Snow Storm” where “along the line of the Carolina Central, Ellenboro, at the head of the road reports 12 inches.” Ellenboro was on the map.

Rutherford County native, Larry Cole, lives in Morganton.

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The Tennessee Valley Authority has donated this Fairbanks-Morse locomotive to the Tennessee Valley Railroad Museum. (Tennessee Valley Railroad Museum)

CHATTANOOGA, Tenn. — The Tennessee Valley Railroad Museum has added a rare Fairbanks-Morse locomotive to its collection thanks to a donation from the Tennessee Valley Authority.

The H16-66 “Baby Trainmaster”, built in 1958, is one of the few surviving Fairbanks-Morse locomotives, and one of less than 1,500 produced by Fairbanks-Morse before the company exited the locomotive business in 1963. It spent its entire working life at the TVA’s Gallatin power plant near Gallatin, Tenn., until its retirement in 1997.

With the plant isolated from rail service, the locomotive languished at the plant until the TVA approached the museum about possible donation and preservation. Extensive planning has taken place to allow the locomotive to be moved by truck to Chattanooga.

“TVRM is honored that TVA would place this locomotive in our collection for future display and possible operation” museum resident Tim Andrews said in [a press release](#). “TVRM’s mission is to educate the public on the role of railroads in developing the Tennessee Valley region and what better example than this locomotive to showcase

the intertwined efforts of the railroads and the supply of electricity by TVA in powering our economy.”

Plans are for the locomotive to be moved in time to be displayed for the start of the museum’s year-long 60th anniversary celebration beginning Oct. 14, 2021. The museum is seeking sponsorships to help defray the moving costs; more information is [available at the museum website](#) or at 60years@tvrail.com

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I know how Calvin feels sometimes with my Trains....



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MEMBER PHOTOS:

Bill Huntman shared a photo of one of his current projects:

“WSL Co sand gondola. Easy quick build while working on tank cars. These were used to haul sand to the lumber camps for the locomotives.”



David Smith writes:

I thought maybe this might be useful in the newsletter:

I needed a headlight lens for a large scale locomotive. I found that Googley Eyes come in many different sizes at Hobby Lobby. Using a sharp #11 blade laid flat on a work surface, I was able to cleanly cut off the white backing and was left with a concave clear lens.



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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 group luncheons on every 2nd Thursday of the month at the Post 25 restaurant in Arden, NC at 11:30.

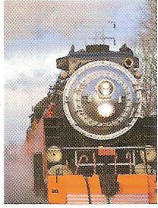
The other areas are encouraged to begin their luncheons also.

Pete Gendron announces that Columbus Luncheons at Rural Seed have started up again at 12:00 on the Third Thursday of each month.

Please let Scott Williams know your time and place when you're ready to be posted in the 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> <p>Email: jhh1218@att.net Phone: (828) 891-7570 Fax: (828) 890-3346</p>
<p><i>Garden Railroad Design Old Trains Wanted</i></p>	

**** 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

	<p>Peggy Keyes Owner / Chief Conductor RightTrackTrainMuseum@gmail.com 828/625-5551</p>
<p>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!</p>	

Peggy Says: New Hours for 2021:

no Wednesdays in 2021, so:

Thur. - Sat 1PM -5PM

Sun. 2PM-5PM

2021 - EVERYTHING that is **for sale** in the museum will be 10% off.

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.

My plan is to close the museum at the end of the 2024 season and sell the building