

# PGRS TRACKIN'



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## The Newsletter of the Piedmont Garden Railway Society

**September 2023**

**Editor: Wayne Hamilton**

### Greetings

This newsletter has mostly a logging railroad theme. 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](mailto:railman1959@aol.com) Thank you to this month's contributors.

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### Club Messages

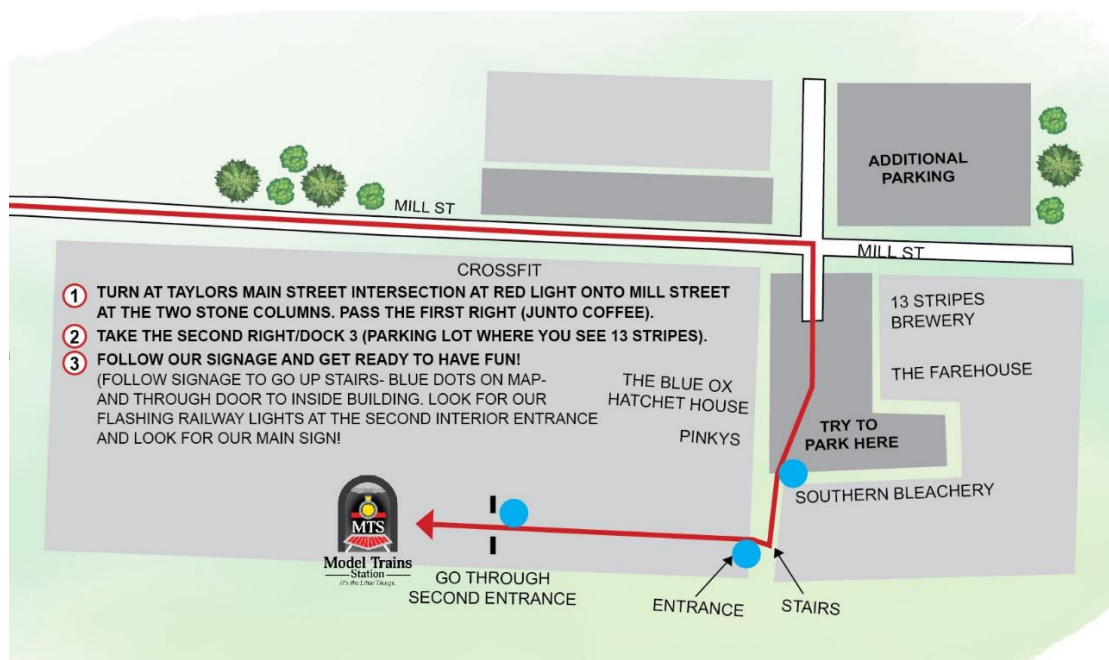
The PGRS is holding its second Fun Run at the Model Train Station (MTS) facility in Taylors, SC. It will be held on Saturday, September 16 between 10:00AM and 2:00PM. It is an opportunity to both view this spectacular multi-scale train display and run some of our own equipment on their large-scale layout. Members are encouraged to bring their favorite trains to run there. A presentation describing the MTS will be provided for educational purposes. There is a donation fee of \$7.00 for those attending. Proceeds go towards the continual maintenance and upgrading of the facility. The fee will be collected at the MTS.

**So that we can get an estimate of how many members will be attending, please RSVP to Don Watson at [docwatson@morrisbb.net](mailto:docwatson@morrisbb.net) no later than Thursday, Sept. 14th.**

## DIRECTIONS:

Model Trains Station, 250 Mills Street, Taylors, SC, The Model Trains Station is not easy to find. It is in a portion of the “Taylors Mill” - former Southern Bleachery and Print Works – which has a very large footprint. Please set your GPS to this link. [Model Trains Station - Google Maps](#) That will take you to the “pin” (Parking for Model Trains Station). Access to Taylors Mill is from Wade Hampton Blvd (US 29), via West Main Street and Mill Street: On Mill Street, proceed about 750 feet beyond the tall smokestack on your right (still following your GPS) to the parking lot, second right (when you see 13 Stripes Brewery): If the “Pinned” parking lot is full, use the parking lot across Mill St. From the parking lot look south - up the ramp between the two buildings: Proceed up the ramp to the double-glass-doors on the right. Enter via the double glass doors and you will see: Proceed through the doors to the left of the flashing double light railroad/highway warning signal. Entrance to Model Trains Station will be on the right. Look for the MTS logo on the signage pointing to Model Trains Station.

**For questions, call Model Trains Station (864-605-7979), or Jim Redmond (864-906-1295)**



The Board continues to ask the membership what topics or presentations you would like to see at our events. Ideas can be shared at the train lovers' luncheons, via email, or by telephone to President Hunteman @ [whunteman@gmail.com](mailto:whunteman@gmail.com)

**From Steven Berrier:** I will be hosting an open house Saturday October 7th and Sunday October 8th. This will be a smaller event than I normally have done. It's for us to run trains and enjoy the weekend. I'm thinking about hamburgers and hotdogs, so please RSVP so I'll know the number to plan for. If any of y'all plan to stay overnight let me know and I'll share some motel info. Mark your calendar and please try to attend. My contact information is:

Steven Berrier  
2119 Carroll Rd  
Germanton NC 27019  
336 813-3585  
Sdb2236@aol.com

Here are several Train Shows reminders for your calendar:

Sept 14-17: SER Convention - Cartersville, GA  
Sept 29-30: Autumn Rails – Fletcher, NC

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:

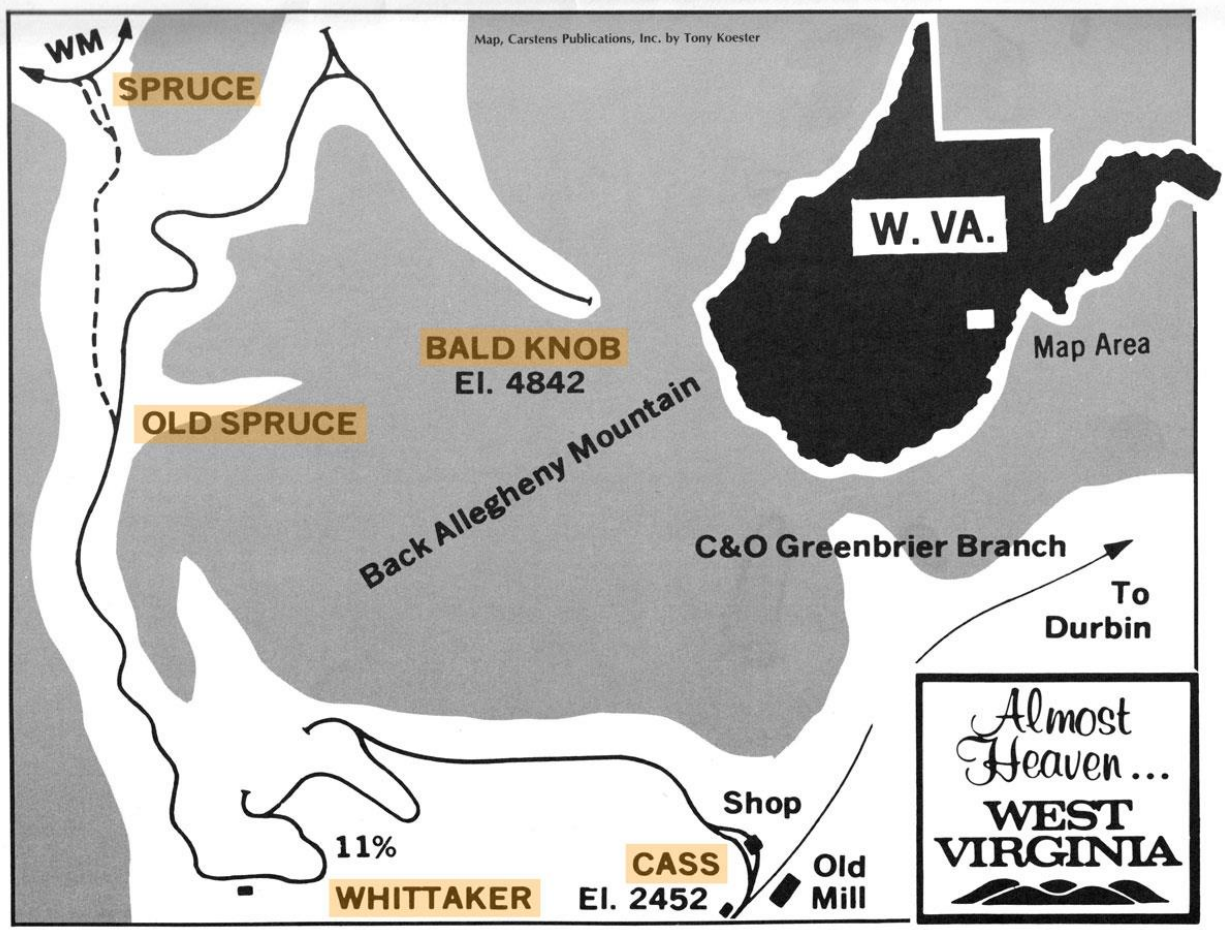
Doc Watson  
125 Mistletoe Trail  
Hendersonville, NC 28791  
[docwatson@morrisbb.net](mailto:docwatson@morrisbb.net)

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**Railfanning - Prototypes to inspire a garden railway layout.**

The Cass Scenic Railroad State Park is a state park, tourist railroad operation, and steam preservation facility located in the former lumber town of Cass, West Virginia, in the eastern central region of the Mountain State. The park primarily consists of the Cass Scenic Railroad, an 11-mile long tourist railroad that is owned

by the West Virginia State Rail Authority and operated by the Durbin & Greenbrier Valley Railroad. The park also includes the former lumber company town of Cass and a portion of the summit of Bald Knob, the highest point on Back Allegheny Mountain and the third highest in the state.



Today the railroad owns 8 Shay locomotives, one rare three-truck Heisler locomotive, and another rare three-truck Climax locomotive. In addition to Cass shop crews, over the years volunteers from the Mountain State Railroad & Logging Historical Association have assisted in various rebuilding projects. Two regular trips are available to visitors: a 2-hour round trip to Whittaker Station and a 5-hour round trip to Bald Knob, the third highest point in the state.

In the past, the railroad has also offered a five-hour round trip to the abandoned site of the town of Spruce: once the coldest and highest town east of the Rockies. Former company houses in Cass have been refurbished and are available for rent, and a caboose on Bald Knob is available for overnight camping. Town and shop tours are available daily to visitors who desire to learn more about the town and the lumber industry, and to observe how the geared locomotives are maintained by the talented Cass shop. A tour of a recreated logging camp is available at Whittaker Station.

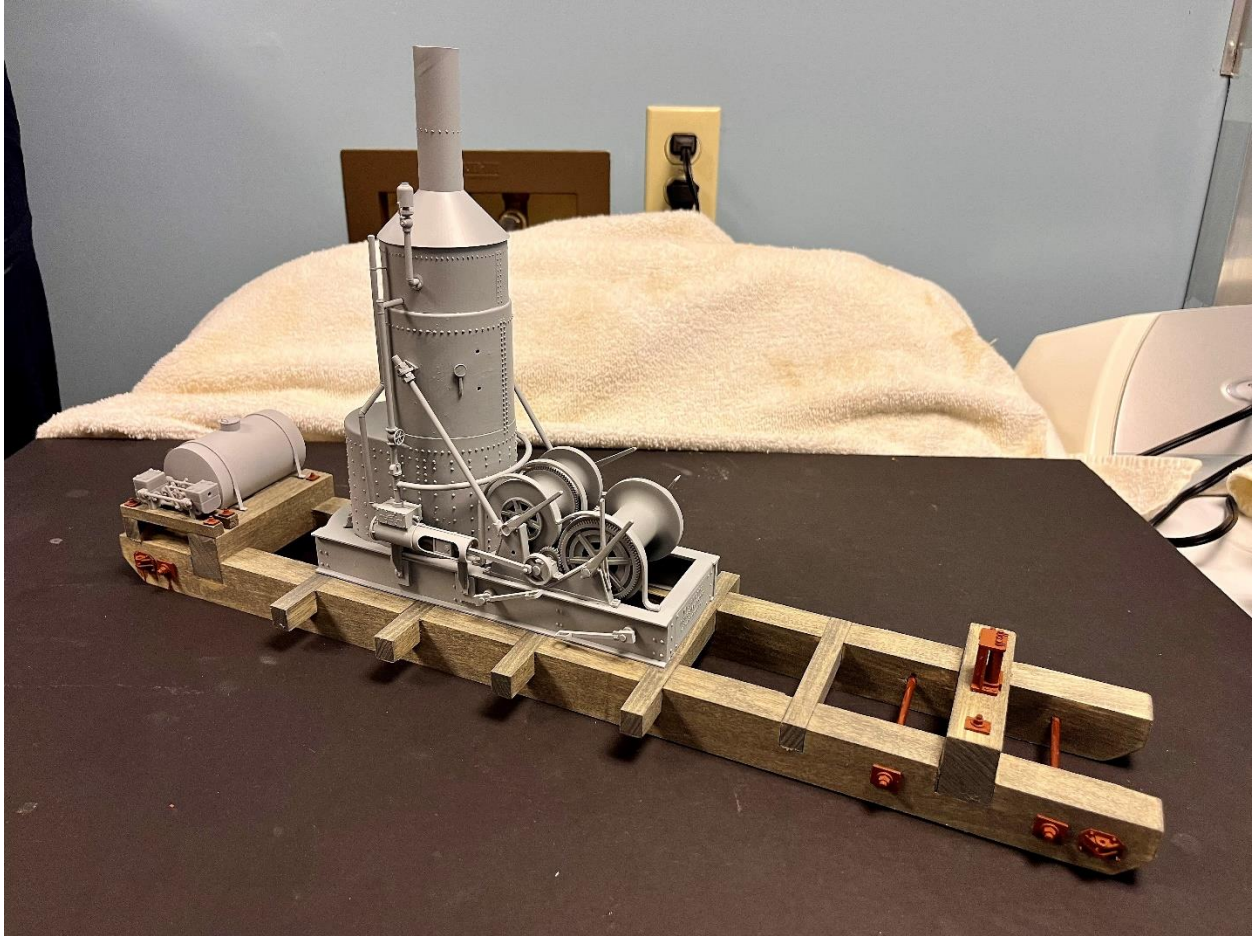


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## The Backshop – Modeling Tips and Projects

President Huntman is still working on a 1:20.3 Surry-Parker log loader. He is making excellent progress. This is the dry fit. The mast is complete. Truss rods and brackets on base are complete. “I need to decide how to make the screw parts of the screw jacks, the brass knobs are temporary. A boom is in progress. A donkey engine and donkey water tank are next.”





Here's my progress on my 1/20.3 log skidder. I'm still studying the plumbing needed to connect the tank and steam pump to the donkey. I'm also waiting on some scratch building supplies to arrive so my floor and crew shelter can go up.

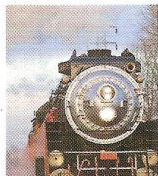
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### **Railroad Trivia**

This month's question is also a little tricky. What was the largest Shay locomotive built by the Lima Locomotive Works? A hint; it's not the four truck Shay at Cass, WV. The answer is found later in this newsletter.

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## Businesses associated with our Club

	<p><b>Jim's Train Sales</b> O &amp; G Gauge New &amp; Used Trains <b>Jim Hendley</b> Etowah, North Carolina 28729 <i>Lionel, MTH, USA Trains, PIKO, LGB Bridgwerks Power Supplies, Bachmann Split-Jaw Rail Clamps, O &amp; 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](mailto: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

Your Editor's Murphy depot is now 99% complete. It still needs some weathering. However, I don't have a layout photo to share, as it's now pouring rain. I'll share it next month.

#### From Scott Williams:

"Talking to some club members at a Train Lovers Luncheon today with their long-suffering wives of our shared addiction, I came to realize that 'Bachelor Life' allows you to not only have an entire train room in your house, but it also allows your hobby/addiction to occasionally spill out all over your Kitchen eating area sometimes too. I don't know if that's a bad thing or a good thing."





**From Dan Bails:** Here are a couple pictures of Fran and I working on the train at the hospital.





**Also from Dan Bails:** Dick Nealon needs our help.

I was at Dick Nealon's house, and he has decided to move closer to his family in New York State for medical reasons. He needs help disassembling his outdoor G-scale railroad and his indoor HO railroad. There will be a "Reverse Gandy Dancer" at Dicks house to help him get this project done. An e-mail will go out when this is scheduled. He plans to donate some of his equipment to the PGRS too.

A few pictures of Dick Nealon's layouts



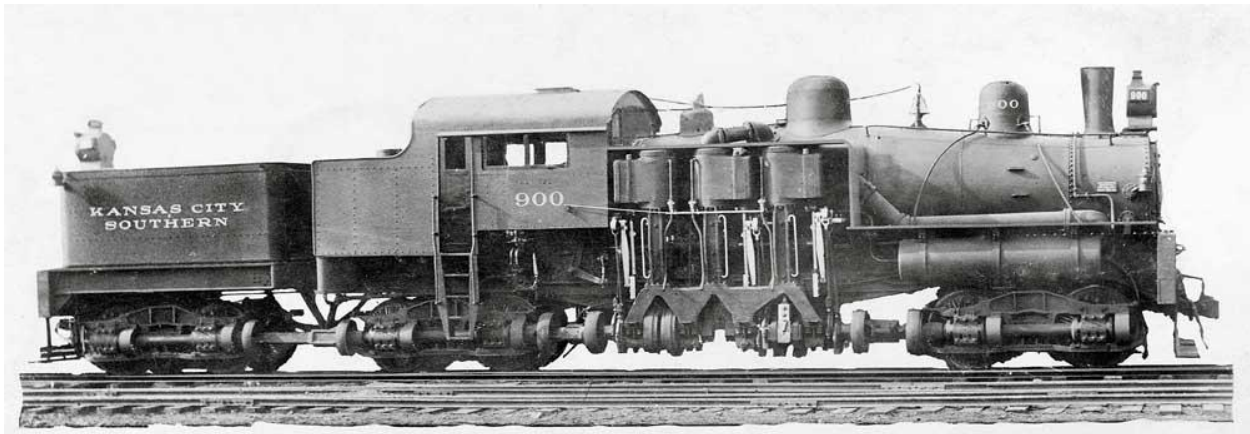


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### **Railroad Trivia Answer**

Kansas City Southern Shay locomotives were oddballs on a steam locomotive roster of non-conformity. Ephraim Shay came up with the design for the geared locomotive in the 1870s. The Lima Locomotive Works popularized the design and sold almost 2,770 copies.

In 1913, the road purchased a pair of three-truck Shays to switch the industrial spurs on the north side of Kansas City's downtown. They were numbered 900 and 901. The site that became Kansas City was originally a bluff on the south bank of the Missouri River. In the late 19th century, the bluffs were pared down from a precipice to a slope, but it was still a very steep one. Shays could be counted on to scale the 3% grades, and to handle the tight turns and street-running in the warehouse district.



No. 900 was the larger of two Kansas City Southern Shay locomotives. Lima Locomotive Works photo.

**No. 900 was the largest Shay that Lima ever built, with a total length of 52 feet, 11 inches, 18×20-inch cylinders, and tractive effort of 74,400 pounds.** Sister 901 was slightly smaller. The 900 was scrapped in December 1928, and the 901 followed four months later, ending the reign of Kansas City Southern Shay locomotives.

**Bonus Trivia:** The oldest operational Shay is located at the Cass Scenic Railroad State Park in West Virginia as their locomotive No. 5. It was first bought in 1905 by the West Virginia Pulp & Paper Co. at Cass. Number 5 is in fact still running on its original rail, since it first ran in 1905.

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**Web Bits**

The Surry Parker catalog link: [Steam logging machinery : Parker, Surry, 1866-1942 : Free Download, Borrow, and Streaming : Internet Archive](#)

Another good resource document link: [Logging by Steam: Employing Improved Systems Under the Patents of Baptist, Beekman, Miller ... : Lidgerwood Manufacturing Company Logging Machinery Dept : Free Download, Borrow, and Streaming : Internet Archive](#)

A nice site on building a garden railway: [Development of the Sandflea and Redbud Garden Railway \(seelyhouse.com\)](#)



Still learning how to park; the police officer is wondering if he can write a ticket.

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See you next month!