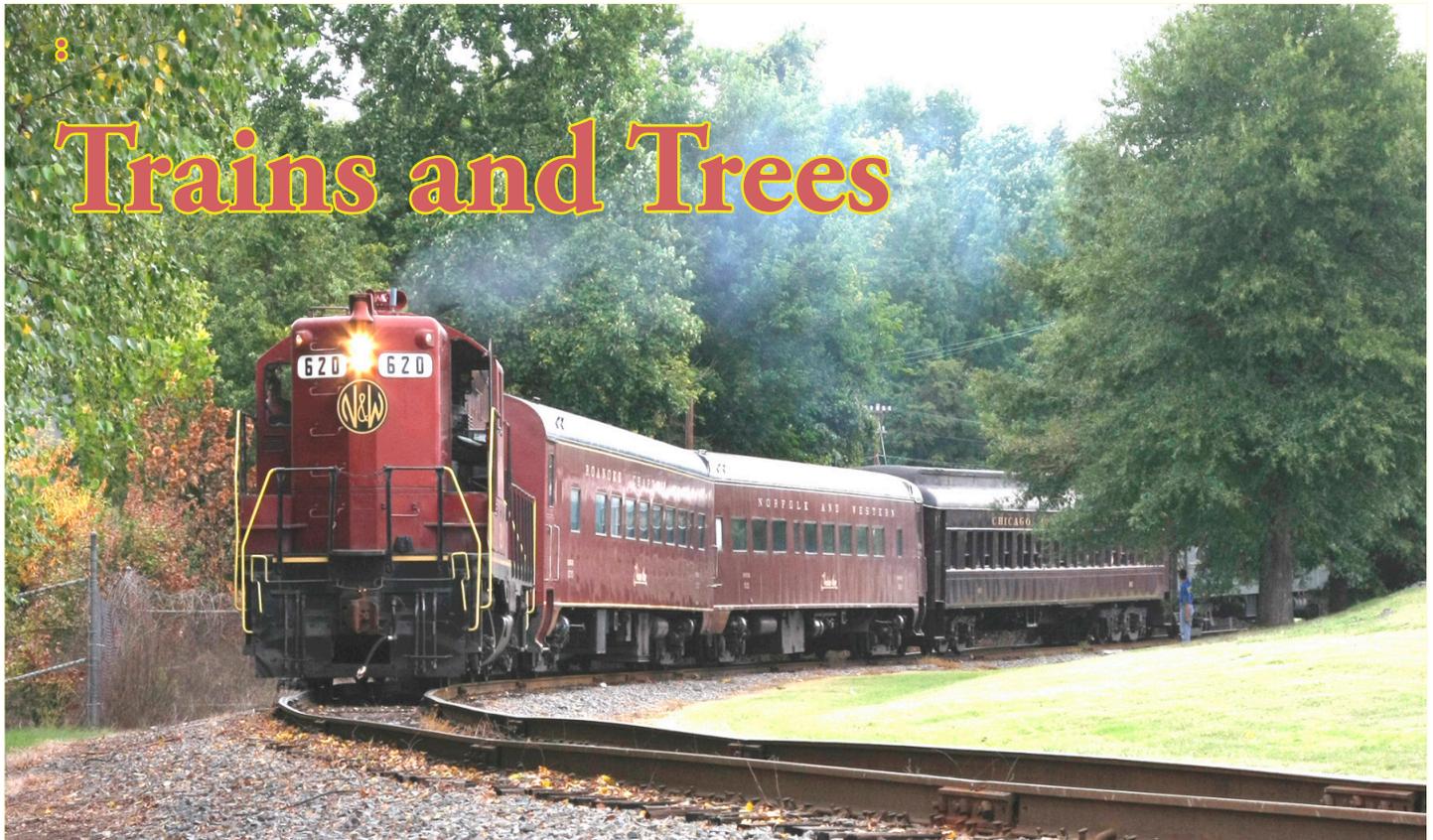




# The Bulletin



*photos by the editor*

## February 2014 Minutes

The meeting was called to order on February 6, 2014 at 7:40 PM by President Tim Skidmore.

### Members in Attendance:

Tim Skidmore, Grant Robbins, Gene Austin, Michael McCall, Mike Outen, Sr., Danny Tuttle, Jeff Whisenant, Alan Coleman, Dick Miller, Bill Poteat, Kevin Stine, Rodney Deal, and Tony Putnam.

**Financial/Membership Report:** Treasurer Gene Austin reported that the club's current bank balance is \$3,200.00. All members were current on dues as of the 4th quarter of 2013. We currently have 19 members, and if all memberships are maintained at current levels the club should have a positive cash flow of \$1,000 in 2014 after all expenses are paid.

**Wiring and Track Report:** Tim and Bill have worked three weekend days and after finding a joiner-caused short, the limestone plant spur is active for the first time in its existence. Work will continue on all Tortoise and switch machines; one switch in Hot Springs needs repair; the Gateway operators panel is another priority. Track planning for the coal mine needs to be finalized before that area is re-energized. Bill has also gotten the narrow gauge line operational as well.

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The topic for this month's article came to mind after your editor had several 120+ foot hardwood trees removed from his yard. "Scaled down" into HO, those now-fallen trees would be three times the length of a P&W 40-foot boxcar, or about 20 real inches! Given that most of us are content to buy whatever trees Woodlands Scenic offers, our "tree" modeling seldom matches what western North Carolina really looks like.

As noted by scenery master John de Frayssinet, "Most model railways are set in the world of the Bonsai tree." While this is not a problem when we are trying to force perspective or capture distant forests, JdF's comment is particularly true of foreground trees, i.e. those closest to the viewers. The image above, taken at the NCTM in Spencer last summer, captures track-side trees

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THE PIEDMONT & WESTERN RAILROAD CLUB  
THE OLD ROCK SCHOOL, 400 W. MAIN STREET

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VICE-PRESIDENT; GENE AUSTIN, TREASURER,  
ALAN COLEMAN, SECRETARY AND BULLETIN  
EDITOR.

OPERATIONS CHAIRMAN: KEVIN STINE  
WEBMASTER: KEN HUMPHREYS

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### Trains and Trees *continued*

which I estimate are about 60 feet tall, based upon the height of the chap standing beside the right-hand tree. The residential area around the P&W Biltmore Junction would probably benefit from us taking some visual cues for foreground trees from this image.

The height and crown-width of a “prototype” North Carolina tree obviously depends on factors like tree specie, tree age, its location density (i.e., is it a lone tree in a pasture or just one tree in a dense forest), and the interaction with things like fire or chainsaws. Courtesy of the North Carolina Forest Service’s *Common Forest Trees of North Carolina and How to Know Them*, here are some typical mature heights and trunk widths of trees in the area modeled by the P&W:

White Pine	100-200 feet , up to 4 feet
Pitch Pine	50-60, 1 to 2
Shortleaf Pine	80-100, 2 to 3
Spruce (Virginia) Pine	50-80, 8 to 14 in.
Table Mountain Pine	30 to 40, 1 to 1.5
Flowering Dogwood	10-to 20, 4-6 in.
American Beech	60 to 80, 2 to 3
Black Locust	30 to 70, 1 to 2
Black Walnut	50 to 90, 2 to 3
Chestnut Oak	50-70, 2 to 3
Northern Red Oak	70 to 90, 2-3
Southern Red Oak	60-80, 2 to 3
Red Maple	40 to 70, 1.5. to 2.5
Shagbark Hickory	60-80, 1.5- to 2
American Sycamore	80 to 110, 3-8

and for the historically minded:  
American Elm 75-100, 2 to 5

Another trees and trains image taken closer to the P&W’s home range is this February, 2014 shot of Alexander Railroad’s car #2 sitting in Taylorsville, NC:



One of the best examples of tree modeling on the P&W is a wonderful scale-sized tree by Frank Steele- it is tucked away behind the industrial plant in Hot Springs. Find it, and be inspired:



As alluded to on page one, most trees on the P&W need to be small- trees and tree canopies are a wonderful way to create forced perspective. Our masters of the latter art are Dick Miller and Lynn George, scenery students of the late Ben Garrou. Our closing photo is from White Top depot in Virginia - those background trees sure looks like Woodland Scenics “medium green” clump foliage to me...



### February 2014 Minutes *continued*

**Scenery Report:** The need to finalize the era(s) of the P&W arose again, with research needed on buildings and features suitable for both the steam/diesel transition era and the 1960’s-70’s “tuxedo” era of the Southern. Alan suggested a “recon” trip to the Bryson City and Sylva area and a literature search for appropriate photos upon which we can base our modeling.

Prior to scenery work on the west side of our rooms, drip pans must be installed beneath the first floor air conditioning units which leak on portions of the P&W during the summer months.

**Museum Report:** Tim reported that we will need to drill a 6” hole in the former speeder room for the installation of the semaphore’s 5” pipe. Mike Outen, Sr. has offered the use of an hoist to lift the semaphore motor into place; we hope to have the help of Herman King in moving the cabinet into place. The Fairmont trailer needs to be prepped and painted, and the club still needs to acquire two 12-foot lengths of rail for the re-located speeder display

**Operating Report:** As part of his effort to reintroduce true operating sessions to the P&W, Kevin Stine handed out copies of NMRA information on car classification, HO-scale car weight standards, and car information for both 1951 and 1957.

**Old Business:** Ideas for a spring field trip were discussed- a visit to the Craggy museum seems to be a popular choice.

**New Business:** No new business.

submitted by Alan Coleman

**Next Business Meeting:  
Thursday, March 6, 2014  
at 7:30 PM**