

The Piedmont and Western Railroad Club

October 2015



The Bulletin





THE PIEDMONT & WESTERN RAILROAD CLUB
THE OLD ROCK SCHOOL, 400 W. MAIN STREET
P.O. BOX 513, VALDESE, NC 28690

TIM SKIDMORE, PRESIDENT; GRANT ROBBINS, VICE-PRESIDENT;
GENE AUSTIN, TREASURER, ALAN COLEMAN, SECRETARY AND
BULLETIN EDITOR, KEN HUMPHREYS, WEBMASTER,
KEVIN STINE, OPERATIONS CHAIRMAN.

THE BULLETIN IS THE MONTHLY NEWSLETTER OF THE
P&WRRR. ALL OPINIONS ARE SOLELY THOSE OF THE
EDITOR OR CITED CONTRIBUTORS.



ON THE COVER: Greenfield Village's operational 1927 Plymouth switcher seemed to be an appropriate substitute for a pumpkin for this month's cover. Happy Halloween! *All photographs in this issue by the editor.*

Work Session:
September 26 and
October 17

Next P&WRRR
Business Meeting:
Thursday
November 5, 2015
at 7:30 PM

Christmas in November Show:
Saturday
November 14, 9:00 AM- 4:00 PM

Piedmont & Western Railroad Club

October 2015 Minutes

The meeting was called to order on October 1 2015 at 7:31PM by President Tim Skidmore.

Members in Attendance: Tim Skidmore, Gene Austin, Jacob Riley, Josh Garrison, Robert Scism, Frank Steele, Grant Robbins, Jeff Whisenant, Ken Humphreys, Alan Coleman, and Larry Weed.

Wiring and Track Report: President Tim Skidmore reported that the Saturday work day was a good one, with wires pulled for the new system, trouble some feedback from a turnout in Asheville determined, but not fixed. Wiring has been pulled for all control panels, but not yet for the power cable. Bill Poteat delivered the materials for the new throttle bus panel, and the job board was reviewed.

Financial Report Treasurer Gene Austin reported that we have \$4,120.59 in our bank account, less \$185.00 due to Bill for reimbursement for additional wiring. Our balance will cover the 2016 rent and insurance bills due in January. Gene said only a couple of members are arrears in their dues. With the loss of two Senior members in the past year, our dues income is now down \$600.00; Gene repeated his call for new membership recruitment; two or three new regular members would be a great help.

Ken was thanked for his most recent rummage sale efforts at Old Fort; sales of club member's surplus item have brought in over \$2,000 since the April train show in Hickory. Members were asked to continue contributing unwanted model railroad items.

New Business: Jeff has built a jumper to by-pass faulty Loco-net panels, the one near Lynn's Farm having cooked itself last week. Grant has ordered two new replacement panels. • Jeff has been working on plugging holes in the Murphy Branch scenery • Frank is working on scenery plans for the current dispatcher's area- plans include a gas station, a diner, and a motorcycle repair shop • Ken will be updating the reporting marks on our website this month. • Nominations for 2016 officers will be made during our November business meeting.

The meeting was adjourned at 7.54PM.

Submitted by Alan Coleman



EMDs at work in the yard beside L&N's Nashville station during the fall of 1973. From left, GP-7 No. 422, SW-9 No. 2275, and three year-old GP-38 number 4008.

Snap Shots

wherein the editor scans some of his old prints. Apologies for the reproduction quality to any purists amongst our readership....

No. 422 had a steam generator for passenger service, thus its air tanks were roof-mounted to accommodate a water tank next to its fuel tank.



L&N SW-9 No. 2275, was built in 1950.



GP-40 No. 3024 was a 1967 product of EMD. Note that the REA Express trucks in the background are still in green-livery.

Rolling into the future: NCDOT GP-40P-2 No. 1792 began life as L&N GP-40 No. 3006. Shown on the *Piedmont* with sister No. 1768 in 2000 or 2001, 1792, the *City of Raleigh* was wrecked beyond repair in a collision with a high-centered heavy equipment truck in Mebane, NC on May 12, 2010. The unit was scrapped at the NCDOT yard in its namesake city in the fall/winter of 2011.





NCDOT's ex-Milwaukee Road "super dome" *Mt. Mitchell*. First used on the *Piedmont* in 1999, the car was pulled from service by order of the Federal Railroad Administration in 2000 due to its lack of emergency windows/exits. With emergency windows installed by NCDOT, the car returned to service in June 2001, only to once again meet the wrath of the FRA. The car's lack of external vestibule doors was deemed as unsafe for passengers, leading to the car's retirement and sale (information via TrainWeb).

Miscellaneous Babblings from the Editor...



If you didn't pick up the May 2015 issue of the English magazine *Railway Modeler* you may be unaware of one of the biggest changes ever to our global hobby. **Hornby**, one of the 800 pound gorillas of UK model railroad suppliers (Bachmann being the other silverback) announced that henceforth its marketing efforts would be primarily be through the Hornby web site. Whilst hobby retailers were not thrown under the proverbial double-decker bus (yet), part of Hornby's new direction includes no longer providing sample products to journals like *Railway Modeler*. Those of us who like being able to see, hear, and touch new products in a hobby shop and/or read objective product reviews before a mail-order purchase, will be watching the potential influence of Hornby's new marketing practices on US model railroad suppliers with fear/interest.



This week's announcement from CSX that it was shutting down most of its former Clinchfield Railroad property has brought about a wave of internet reactions,

ranging from sadness to anger. With this week's loss of 300 jobs in Erwin, Tennessee alone, the impact for the region is going to be enormous. The drastic decline in car-loadings due to the energy industry's shift from coal-fired to cleaner and much cheaper natural gas-fired electrical plants no doubt made the CSX decision an inevitable one. As our club treasurer Gene Austin has observed, it is a tragic loss of a historic line.



While no one has complained to your ed. about the recent imbalance of prototype versus model railroad coverage in *The Bulletin*, know that it bothers him. Barring a flood of club member contributions or changes in the editor's travel schedule and home project list, you can either look forward to or dread a few more *Snap Shots* and photographic visits to Greenfield Village/Henry Ford Museum and the Long Island Railroad in the remaining issues for 2015....