

The Piedmont and Western Railroad Club

August 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&WRR. ALL OPINIONS ARE SOLELY THOSE OF THE**  
**EDITOR OR CITED CONTRIBUTORS.**

**ON THE COVER:** Tweetsie Railroad's No. 190 was captured blowing rings on an overcast August afternoon. Tweetsie's Railroad Heritage weekend this year is August 30-31. Don't miss this annual chance to enjoy double-headed steam and rides on vintage coach No. 5. *All photographs in this issue by the editor.*

**Next P&WRRC  
 Business Meeting:  
 Thursday  
 September 3, 2015  
 at 7:30 PM**

## **Piedmont & Western Railroad Club's August 2015 Minutes**

In the interest of Open House preparation, an abbreviated meeting was called to order on August 6, 2015 at 7:37PM by President Tim Skidmore.

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

**Financial Report** Treasurer Gene Austin reported that we had \$3,105.16 in our account. Vice-president Grant Robbins reminded everyone that this balance needs to be preserved to cover our 2016 fixed expenses. In addition to the upcoming Waldensian Festival, income which can help cover wiring and scenery expenses should come from our participation in the Christmas in November (November 14) and donations from the Christmas Parade Open House.

**Wiring and Track Report:** Tim reported that Bill, Jacob, and Robert had made progress on new wiring. Jeff reported that the Murphy loop was again operational.

**New Business:** Ken summarized his e-mail in which he asked folks to start assuming many of the tasks he has been working on over the years. Ken will continue working on the club's web site, and reported that thanks to the generous support of IHS Maritime and Trade, the publisher of The Official Railway Equipment Register, the task of updating and maintaining the 12,650+ historical and current railroad reporting marks was now possible without the club having to purchase copies of the register.

Ken asked for volunteers to work the Old Fort Railroad Days event (September 19 at 10:00 am), and said that this event is a good sales venue for surplus and donated items as part of our \$2,000 fund raising campaign.

In answer to Ken's question about Tim's e-mail status, Tim said that his valnet address was the preferable one.

Bill reminded the group that the workroom was in dire need of cleaning, and suggested that the club's collection of old railroad and model railroad magazines find a new home.

The meeting was adjourned at 8.01 PM.

Submitted by Alan Coleman



In August of 1970 the tank of Southern's PS-2 Pacific No. 1343 rusts away in a junk yard in Gretna, Virginia. Built by Baldwin in 1913, 1343 is listed by Richard Prince as scrapped in Hayne, SC in August nineteen years before this shot.



On that same trip, a B&O coach which had been part of the *Golden Spike Centennial Limited* consist in 1968-1969 was waiting for its next run out of Charlottesville, Virginia.

# Snap Shots

wherein the editor uses a scanner to capture old prints taken back in his day's of using a Kodak Instamatic and his first 35mm camera, a Minolta 101. Club members and readers are welcomed to submit their old prints as well...



On the following afternoon, a C&O coach awaits the call on the same track. Barely visible to the right of the black fuel tank is 18-year old C&O E-8A No. 4026, captured somewhat better in the adjacent shot. C&O/B&O passenger service had less than a year of life remaining, with Amtrak taking over their trains in April of 1971.



The clock has moved up to July of 1975, and thanks to a friendly Chessie System yard clerk, I am not shooting from the sidewalks or overpasses. Amtrak E-8 No. 215 was built for the Richmond Fredericksburg & Potomac as their No. 1006.

E-8 No. 236 was a January of 1950 build for the Atlantic Coast Line.



I guess I was more interested in the coaling tower in the background than either SD-40 No. 7577, which was eight years old at the time, or GE U-30 No. 8200, the first of its class dating from December of 1970.

On the facing page, GP-30 No. 3002, a 1963 product of EMD.

