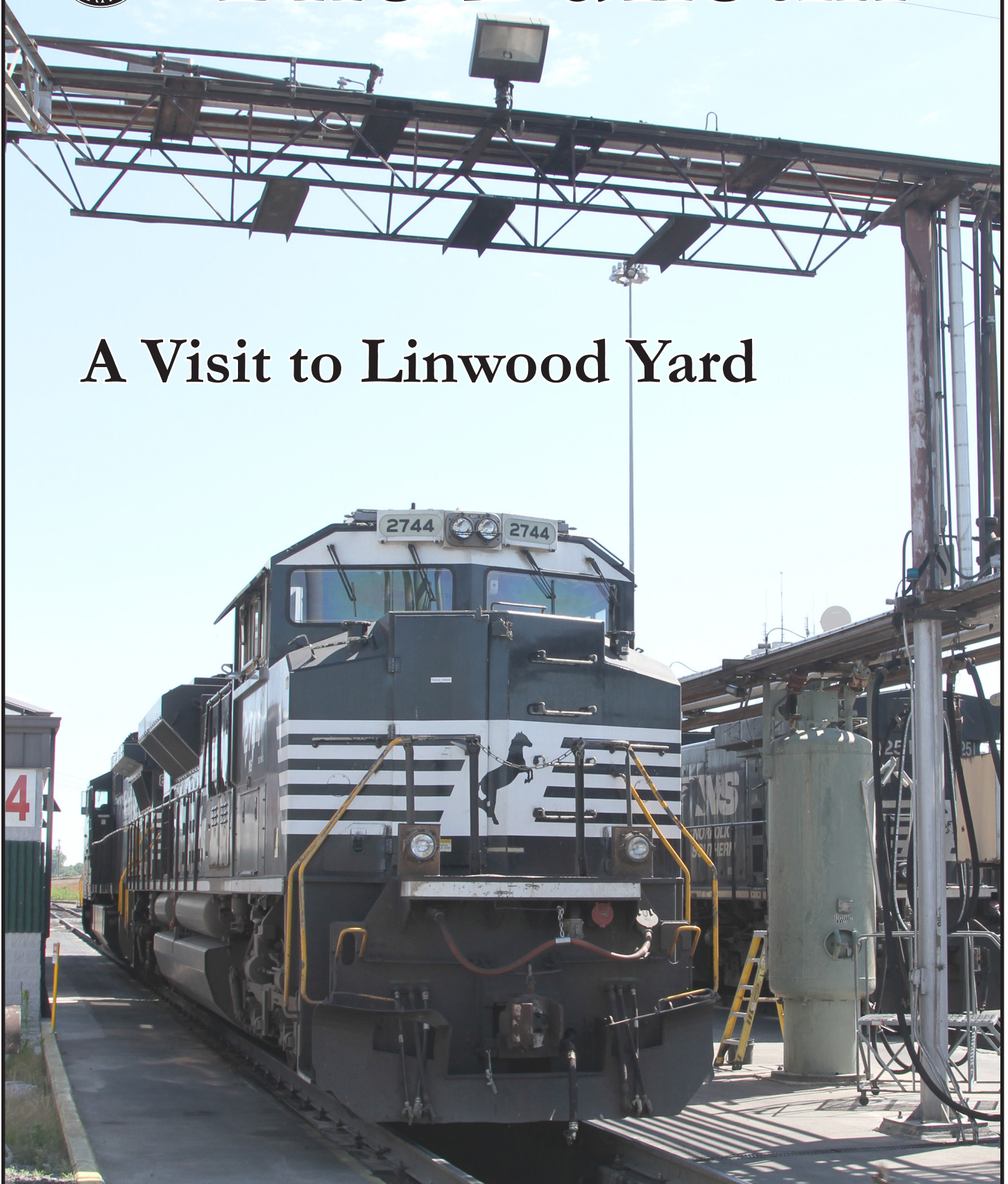




The Bulletin

A Visit to Linwood Yard





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

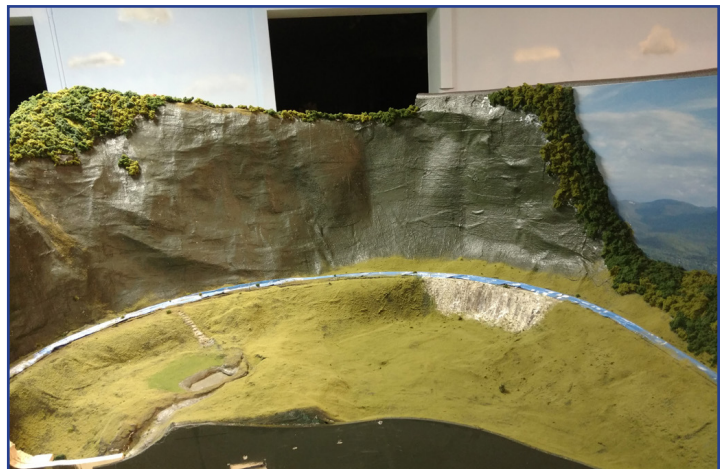
TIM SKIDMORE, PRESIDENT; GRANT ROBBINS, VICE-PRESIDENT;
GENE AUSTIN, TREASURER; ALAN COLEMAN, SECRETARY AND
BULLETIN EDITOR; KEN HUMPHREYS, WEBMASTER; OUR
OPERATIONS CHAIRMAN POSITION IS OPEN.

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CITED CONTRIBUTORS.



ON THE COVER: Ten-year old Norfolk Southern No. 2774, a 4,000 horsepower EMD SD70M-2, rests at Linwood Yard on May 15 2016. Our coverage of the visit begins on page 4. *All photographs in this issue by the editor.*

Next P&W Business Meeting: Thursday August 4, 2016 at 7:30 PM



P&W Portraits: Two of our Scenery Committee members at work: Bill Poteat and Reggie Stroud work to install the three new photo backdrops on the Murphy Branch on July 20. Stay tuned....



Piedmont & Western Railroad July Club Minutes

The meeting was called to order on July 14, 2016 at 7:41 pm by President Tim Skidmore.

Members in Attendance: Tim Skidmore, Grant Robbins, Bill Poteat, Gene Austin, Josh Garrison, Frank Steele, Larry Weed, Michael DeVore, Dick Miller, Mike Outen, Sr., Keith Garrison.

Financial Report: (Gene Austin) Account Balance is \$3,848.64. Recent deposits include \$25 from community group tour, a \$15 donation, and a few dues payments totaling approximately \$100.00.

Wiring Report: Tim reported no new progress on layout wiring, but Tim has investigated the new DigiTrax Command Station. It has double the memory of current model, USB port(s), and can download sound files and program direct without the need of an auxiliary PS3. It is in the high \$400s, near \$500 range.

The Programming Station PC is ready. Tim has linked the roster/database with the Master PC in the new dispatcher's office. When programming, the Master PC must "be on" in addition to the Programming PC.

Scenery Report: Bill requested help from three members for installing the photo backdrops for the Murphy branch, and gave his mobile number,

Old Business:

Stairs Ready for Open House? Bill Poteat said we need to remove lumber from the air handling room. Tim said some of that lumber is property of Mike Outen, Sr, and we need to be sure the hand rail is completed before anything is thrown away and before the Open House. Mike said that he hopes to be here with drill, tap, etc. needed to complete in the next couple of weeks.

Museum: Tim said we need a cleanup day to clean glass, dust, get up loose items, and general "freshening up" of the displays. Tim emphasized that after next week there should be no new construction until after the Open House.

New Business:

Waldensian Festival: Tim Skidmore reported that we will need two floats for festival; he also inquired on what are we going to do re: Raffle Tickets? And how many?

Materials Needed / Member Responsible:

SIGNS- we will need a crew to put out large 4x8 P&WRR Signs and smaller directional signs at ORS. The group decided that the 8.5 x11-inch signs on light poles would not be necessary with the two booths we will be manning in the center of town.

CANOPY- (Need Two) - Keith and Grant.

TABLES- Bill has two 8' and one 6' table

LAPTOPS (need Two) = Tim has one for PowerPoint presentation, and Mike, Sr. has one for video presentation.

Larry said that we need to get a USB Stick Drive with photos from Ken (for this PowerPoint presentation). Larry will bring an assortment of large Standard Gauge items, and weather permitting, an N Scale display.

Tim will bring an assortment of Tweetsie items.

MISCELLANEOUS ITEMS:

- Drop Cords
- Power Strips
- Fans
- Coolers
- Water

Admission Tickets: Tim said that we will use our standard tickets - we need to be sure they are PUNCHED at the door (to avoid double-use).

Raffle: Tim said that we need to be sure we use "donation" terminology, rather than "Price" or "Cost." Tim and Bill said we need two-part Raffle Tickets, Office Depot has AVERY 484513, pack of 200. The group decided that we will start with 100 raffle tickets.

Grant will get a box and mock-up a ticket for review before printing.

Closing Remarks:

The Waldensian Festival is Saturday, August 13th. Members should plan to arrive by 7:00 am to allow time for setup of booths, signage, and layout.

Scenery Matters: Bill will need help with the backdrops next week- call if you are available.

President Tim Skidmore adjourned the meeting at 9:07 pm.

Submitted by Grant Robbins

A Visit to Linwood Yard



The hump yard and its tower frame this shot of Norfolk Southern EMDs awaiting the call at Linwood: SD-40-2 No. 6202 (built 12/1980) ex N&W; GP-40 No. 3002 (12/1973) ex Conrail, ex Reading; SD-40-2 No. 3431 (8/1968) ex Conrail, ex Kansas City Southern SD-40); and SD70M-2 No. 2744 (4/2006). Visiting locomotives consume about 95,000 gallons of diesel fuel and 10 tons of sand every 24 hours, all of which arrives at the facility by truck. Our guides said that NS has found it cheaper to use commercial trucks over non-revenue producing rail shipments. e.g., trucks don't require rail crews to switch loaded and empty cars in the limited and therefore valuable track capacity.

One of the great benefits of membership in the **Southern Railway Historical Association** is the ability to visit facilities which are out of bounds for the general public. The SRHA's 2016 Convention visited the car and locomotive shops at Norfolk Southern Railway's Linwood, NC yard on May 15, 2016. Officially known as the Spencer Railway Yard in Linwood (in honor of the Southern's first president) the facility is often referred to by its location to avoid confusion with the town of Spencer and its rail facilities.

Opened by the Southern Railway in 1979, the 275-acre Linwood complex replaced a much smaller yard just to the south at Spencer. 65 miles of track are located in the 4.5 mile long property. Approximately 1,000 NS employees work at the facility which handles over 3,000 cars a day; eight local trains and 13 over-the-road trains originate at Linwood.





CONTRASTS: At the far left, an NS conductor operates an out of the view remote-controlled slug/locomotive set on one of the yard's pull back tracks while a vintage ex-Southern scale test car sits behind Kasgro Rail Line caboose No. 73. New Castle, Pennsylvania-based Kasgro operates a fleet of over 440 specialized heavy duty flats and depressed-center cars; their cabooses accompany special movements of their cars.



Remote control RP-E4C slug No.738 started life as a high-nose Southern GP-50 No. 7067 (5/1980). GP-40-2 No. 3016 began its life as Conrail No. 3305 (5/1977).

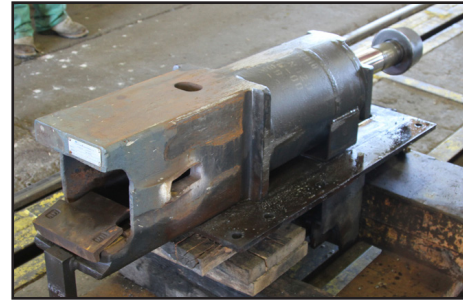


Sitting on the drop pit in the locomotive shop, GP-38-2 No 5081 was the only high-nose in sight on May 15. The former Southern unit was built in October of 1973.

Every one of the 1,500 cars stopping in Linwood each day is inspected, and those needing repairs find their way to the car shop and its 62 car repairmen.



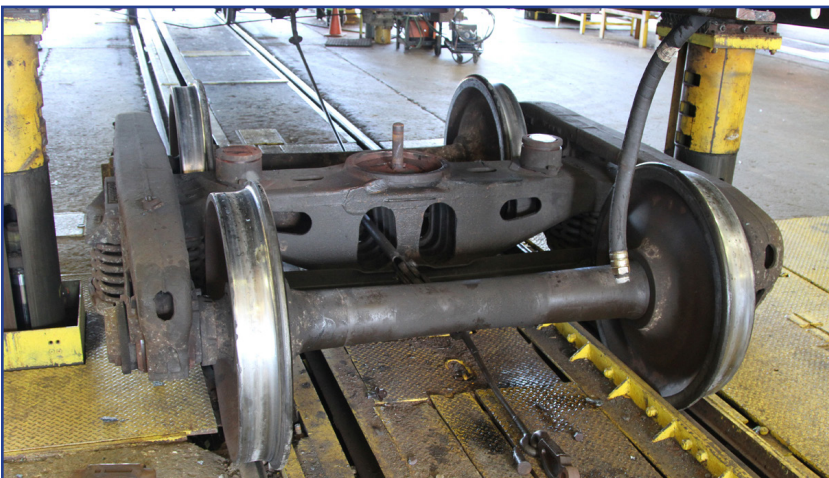
As evident by the oil on the axle, this Union Pacific box car had a leaking cushion unit which has been removed...



...to be replaced with a suitable new unit.



Car owner Union Pacific will be billed for the repair costs.



FOAMER NOTE 1: Gravity alone holds the car down on three point contact points of each truck, the largest one in the center holding a replaceable graphite cup. Note the very small diameter steel pin which centers the car frame on top of the truck.

Also note this car has a standard frame-mounted air brake system - the disconnected linkage lies beneath the truck. This system is said to be easier to maintain than the one illustrated in FN 2...

In the adjacent bay, an elderly Midwest Railcar scrap metal gondola has need of both a new coupler....



...and a new wheel set.



FOAMER NOTE 2: Note that this car has truck mounted air brakes, said to be more complicated to maintain.



After repairs, each car receives an automated brake system check before being returned to the yard.

The Editor' wishes to express his many thanks to Ken Humphreys for his labor of love, the Pe&W's "Giant list of 12,900 AAR Reporting Marks, Uniform Alpha Coed and Abbreviations."