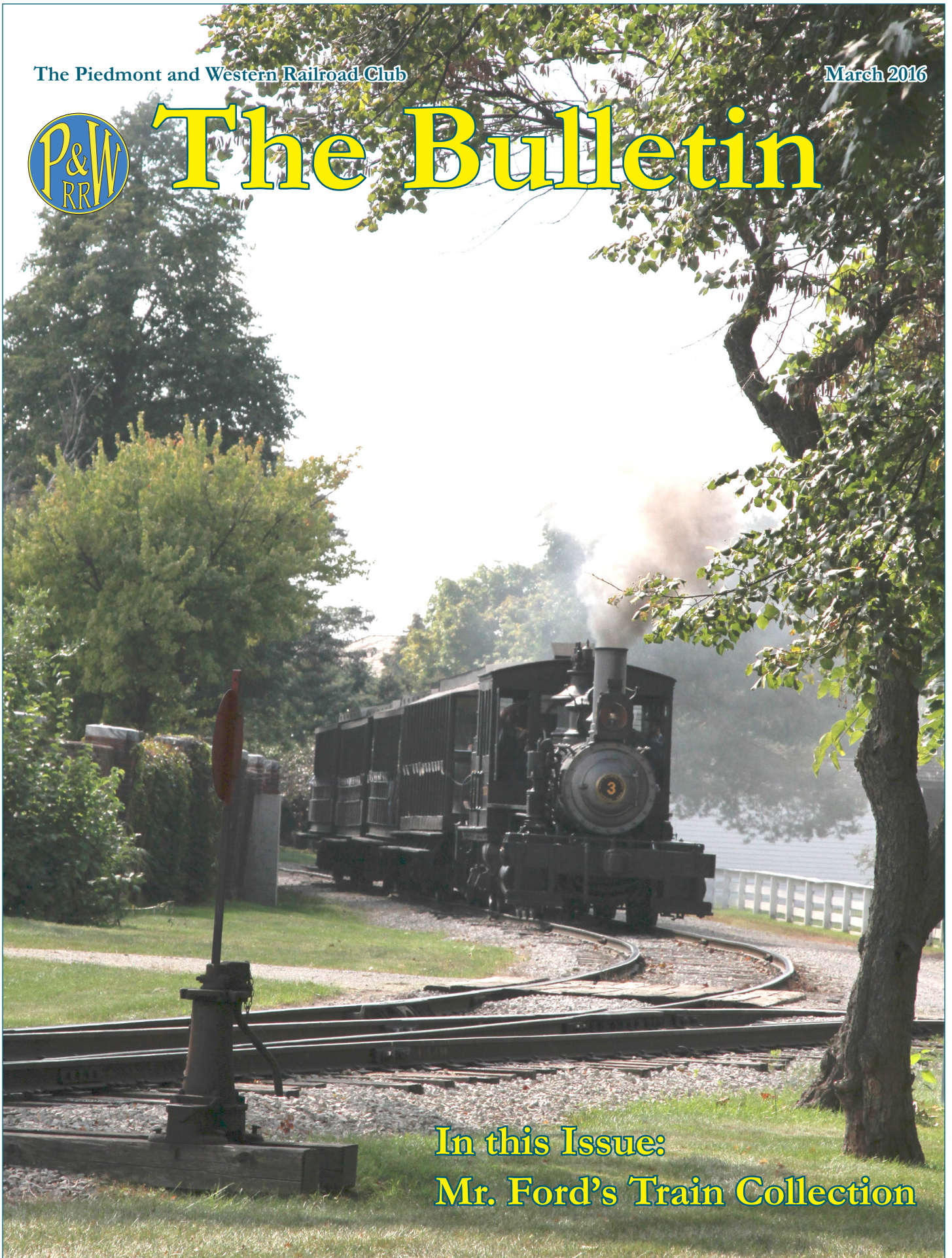


The Piedmont and Western Railroad Club

March 2016



The Bulletin



In this Issue:
Mr. Ford's Train Collection



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, WEB MASTER, 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: The oldest of the locomotives operated on the Weiser Railroad at Greenfield Village, Calumet & Hecla Mining Co.'s No.3 the *Torch Lake*, is an 0-6-4T Fairlie built in 1873 by the Mason Machine Works of Taunton, Massachusetts.

All photographs in this issue by the editor.

Next P&W Business Meeting: Thursday April 7, 2016 - 7:30PM at the Old Rock School

P&W Portrait

With the Taylor sling loader out of service, a pulpwood car is loaded one stick at a time at Koski Timber Co.



Piedmont & Western Railroad Club March 2016 Minutes

The meeting was called to order on March 3, 2016 at 7:36 PM by President Tim Skidmore.

Members in Attendance: Tim Skidmore, Gene Austin, Bill Poteat, Jacob Riley, Amy Riley, Keith Garrison, Jeff Whisenant, Frank Steele, Kevin Stine, Grant Robbins, and Alan Coleman.

Wiring and Track Report: Bill reported that he, Tim, and Robert Scism have moved the DCC components from their old location under Hot Springs to the Rital cabinets behind the large exhibit room. It turns out we had one bad PR : thankfully Grant had already purchased a spare. The five LNRP's are now in the main panel cabinet. There will be a green indicator light in the main layout room to control the power. Bill showed a new "Raspberry Pie" board which is able to replace a CPU in terms of operating capabilities. Tim reported that the internet is back up at the Old Rock School.



A club first: illustrated minutes. Shown are two of three Rital cabinets and the club's master electrician Bill Poteat at work.

Financial Report: Treasurer Gene Austin reported an unchanged balance from last month, \$2,347.20. Two members have yet to pay their 1st quarter dues. Gene projects a "just break-even" 2016 unless our membership ranks and special events income increases. Tim is hopeful that once completed, the new wiring will lead to more operating sessions which might lead to more members.

Scenery Report: Frank has added a Mack AC hook and ladder to the antique fire apparatus exhibit at the fairgrounds. Frank discussed possible uses of the scenic area that will come about with the removal of the current dispatcher's station- he does not feel there will be adequate room for a power plant and the tracks to feed it. Frank also discussed the use of the Gateway storage tracks for future operating sessions,

Old Business: Tim is going to compile an updated "to-do" list, e.g., the painting of the back door, installation of the hand rails and a slab at the back steps, , and the installation of the medicine cabinet/mirror in the Pullman display.

New Business: Tim reported that a family move means that Larry Weed will no longer be an active member of the club- frequent visits to New Jersey will make his appearance of an occasional drop-in nature. Jacob Riley announced his departure from the club as well- his modeling efforts are going to be concentrated on a new N-scale modular layout backed by the NCTM and the Fire-up 611 group. We extend our best wishes to both gentlemen- they will be missed.

The meeting was adjourned at 8:30 PM.

Minutes submitted by Alan Coleman

The Amazing Trains of the Henry Ford Museum and Greenfield Village



Displayed inside the main hall of the Henry Ford, this 1858 Rogers 4-4-0 (ex- J.J. McDonough Lumber Co., ex-ex Atlantic & Gulf) last ran in 1929 to pull a train bearing President Herbert Hoover to the dedication of the museum.



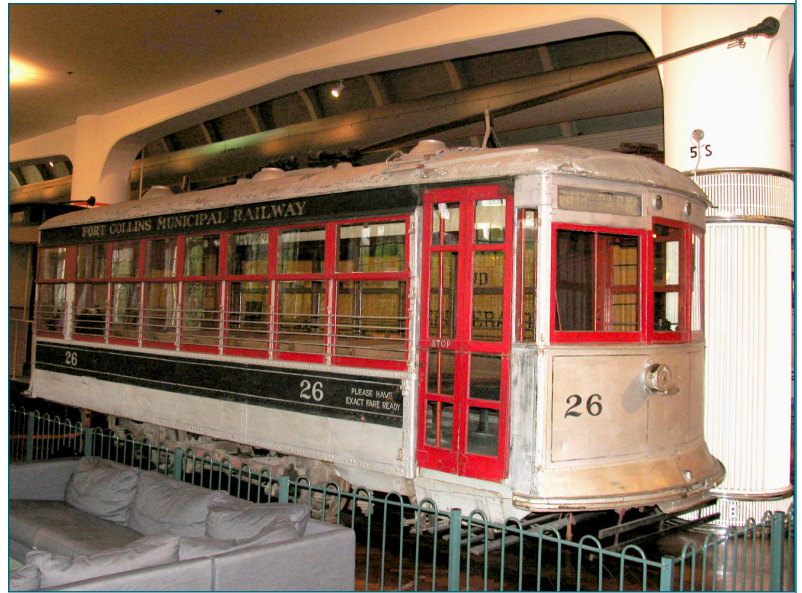
Henry Ford and his close friends Harvey Firestone and Thomas Alva Edison spent months on collecting trips to acquire objects to show the history of the United States. The results of those trips ranged from tea sets to entire buildings. Since the opening the Henry Ford Museum and the adjacent Greenfield Village in June of 1933, Dearborn, Michigan has been the home of what many call America's greatest history museum.

While it goes without saying that **The Henry Ford**, as it is now called, has a world-class automobile collection, Mr, Ford and friends loved trains as well. Though it was 1972 before Greenfield Village's 2.5 mile "Perimeter Railroad"(now called the Weiser Railroad) began operations, it now has a standard-gauge roster of one gas and three steam locomotives.

Plan on at least two days to see this national treasure.

H-8 Allegheny No. 1601 is one of two survivors of the 60- strong class built for the Chesapeake & Ohio Railroad. The 771,00 pound, 125-ft long 1941 Lima Locomotive Works 2-6-6-6 has been part of the Henry Ford collection since July of 1956.

Birney No. 26 was built in 1922 by American Car. Co. for the Cheyenne Electric Railway and sold two years later to the Fort Collins Municipal Railway in the Colorado town of that name. After the FCMRwy's 1951 closure, the car was sold to the Henry Ford where it has been displayed in static and wonderfully "unrestored" condition since 1953.



Completed in 2000, the six-stall roundhouse used components from a Detroit Toledo & Milwaukee facility in Marshall, Michigan. The roundhouse is accessed via a C&O "armstrong" turntable from Petosky, Michigan.

The queen of the operating roster has to be former Detroit & Lima Northern No. 7, an 1897 Baldwin 4-4-0 built in 1897.





▲ A closer look at the *Torch Lake*. ▼ The *Edison* began life in 1870 as a Manchester Locomotive Works 0-4-0. Rebuilt in 1932 by Ford as a replica 4-4-0 “Mason”, the locomotive rotates in service with No.3 and No. 7.



The outdoor rolling stock collection includes this United Tank Car Lines three-dome car and a stock car.



Featured on the October 2015 Bulletin cover, this 1927 Plymouth gasoline locomotive serves as the railroad’s “shop goat.”



Detroit River Tunnel No. 1 was built in 1914 by Industrial Works of Bay City, Michigan. Unlike its more common steam-powered counterparts, this 110-ton crane had no boiler and was powered by electric motors or by an external steam source.