

The Piedmont and Western Railroad Club

November 2016



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; OUR
OPERATIONS CHAIRMAN POSITION IS OPEN.

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 P&WRRC. ALL OPINIONS ARE SOLELY THOSE OF THE EDITOR OR
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ON THE COVER: NS Dash 9-44CW no. 9745 leads a westbound through downtown Hickory on October 21, 2016. Built by GE in November of 2004, the unit was re-rated to 4,400 horsepower in November of 2013.

With the exception of our public service advt. for X 2715 all photographs in this issue are by the editor.

Piedmont & Western Railroad November Club Minutes

The meeting was called to order on November 3, 2016 at 7:34 pm by President Tim Skidmore.

Members in Attendance: Tim Skidmore, Grant Robbins, Bill Poteat, Gene Austin, Frank Steele, Larry Weed, Reggie Stroud, Keith Garrison, Jeff Whisenant, Keith Garrison, Alan Coleman, and we welcomed back Kevin Stine.

Financial Report: Treasurer Gene Austin reported that our bank account balance is \$4,103.64, with \$85.00 in dues payable. The club post office box and NMRA dues have been paid for the coming year, our liability insurance remains to be paid.

Wiring Report: Tim reported that the new booster has been installed in the main panel. A new feature is that when the layout powers up the trackage will automatically be turned on. Our MTW wire is on backorder, we will be installing a USB hub in the panel with a CAT 5 run back to the dispatcher's PC. Tim has tested all the LocoNet® panels, all are working but some have failed LED power indicators. We are still having router problems, Gateway remains to be fixed with a full-rewire, and some phase problems remain with the DCC system.

Scenery Report: Reggie Stroud has done a fine job of modeling the roads in Bryson City. **New Business:** The Old Rock School's *Christmas in November* crafts and gift show is Saturday, November 12. The P&W are on this year's door prize sign-off sheet and we will be open from 9:00 am until 4:00 pm. We will need to do the usual dust-mopping and clean-up before this event.

Nominations for our 2017 Board of Directors were opened per our by-laws. With no new volunteers for the slate, the characters listed in the newsletter masthead were press-ganged into another year of service.

President Tim Skidmore adjourned the meeting at 8:04 pm.

Submitted by Alan Coleman

Next P&W Business Meeting: Thursday December 1, 2016
at 7:30 pm (Be prepared for cleaning and trouble-shooting)

Valdese Christmas Parade /P&W Open House
Saturday December 3, 2016 from 9:00 am until Noon



Frank Steele and Keith Garrison operate trains for the first visitors of the day.

Portraits of the P&W:

Christmas in November Open House



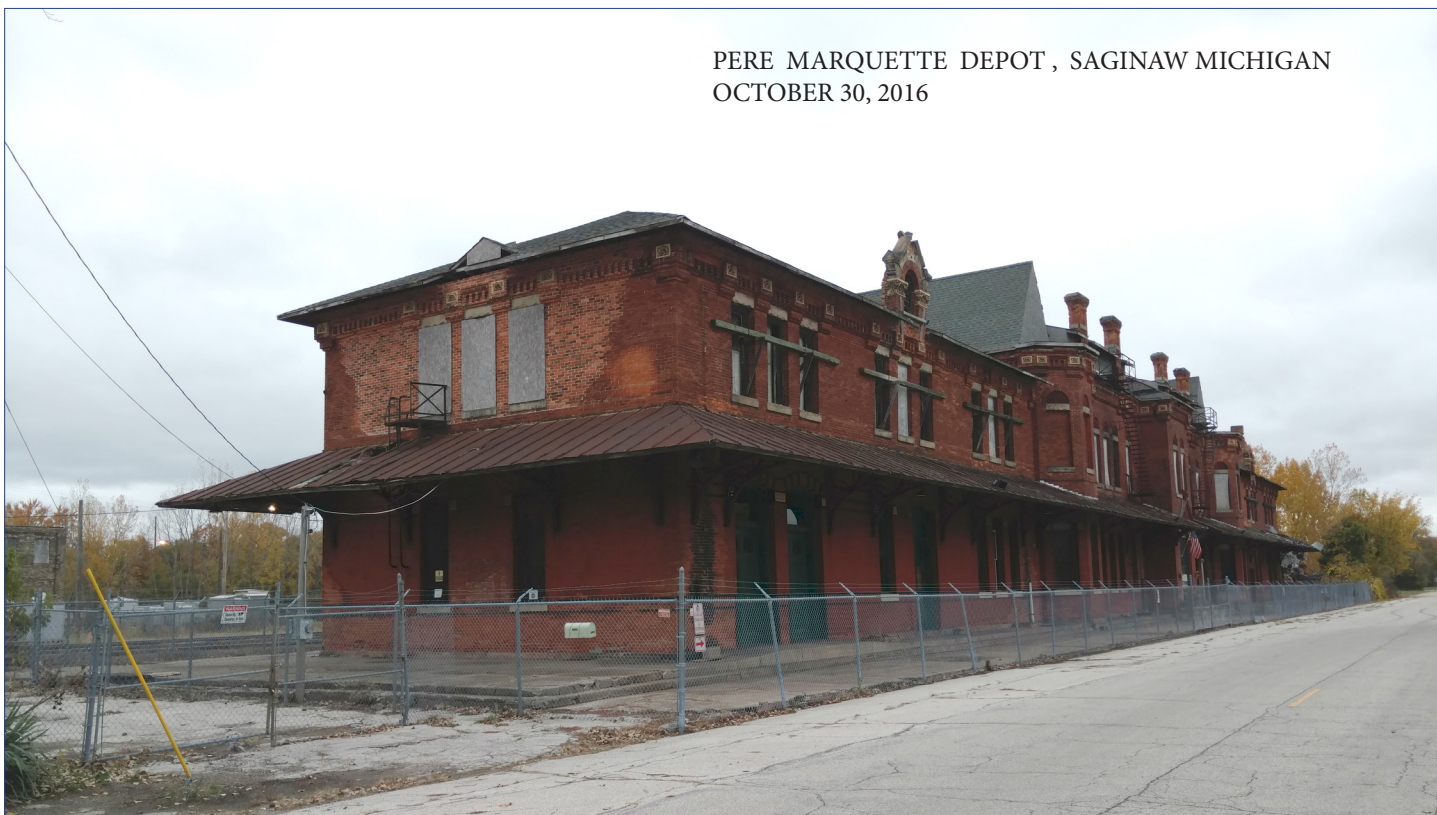
Ken Humphreys manned the door and sold copies of his new book



Before the doors opened Grant Robbins looked for rolling stock that might derail during the event. He just found one...



A Depot Worth Saving ...





Built by the Flint and Pere Marquette Railroad in 1881, Saginaw, Michigan's Potter Street Station was subsequently owned by the Pere Marquette, the Chesapeake & Ohio, and finally CSX. The C&O ended passenger service in 1950; the station continued to be used for crew changes until CSX pulled the plug in 1986.

Empty and decaying, municipal demands for demolition were fortunately overruled by local preservation interests. In 1989 CSX sold the property to the Saginaw Depot Preservation Corporation for \$10,000.

On April 16, 1991 an arson fire nearly destroyed the depot. The SDPC raised funds and placed a temporary roof on the structure in 1993. This group continues the preservation battle—contact <http://potterstreetstation.com> on how you can help.



Help Save Southern Caboose X2715!

The SE Narrow Gauge & Shortline Museum has a chance to purchase, move, restore, and display a very rare Southern Railway wooden caboose. There are more preserved Southern steam engines than there are wooden cabooses.

This caboose was Southern X2715, built by the Lenoir Car Works in 1922 and presumably retired in the early 1950's. It was purchased in Rock Hill, SC and moved to Fort Mill, where it has been a private cabin for decades. The current owner wants to sell it and would rather see it go to a museum, but he also has a buyer that wants to move it and use it as a private fishing cabin.



As such, the current owner has given us 6 weeks to raise funds to purchase the unit and move it from the property. Again, the cab is extremely rare and historically significant, as well as being very intact. Nearly all of the original hardware, including the brake rigging and underbody parts, as well as grab irons, are all still either on the car or stored safely nearby.

We have a pledged anonymous donor that will match dollar for dollar every donation raised in this campaign. With the funds we will purchase, move, and restore this wonderful piece of history to her former glory and put her under COVERED and SECURE protection for generations of people to enjoy.

Please help us in this regard and be a part of saving history. **All donations are tax deductible.** To donate online, you may visit <https://www.gofundme.com/X2715>

If you prefer to send a check, our address is PO Box 1205, Hickory NC 28603. Our federal tax ID is 56-1248369.

Name _____

Address _____

City _____ State _____

Best Phone _____

Email _____

Donation Amount _____

Alexander Chapter-NRHS
PO Box 1205
Hickory, NC 28603

