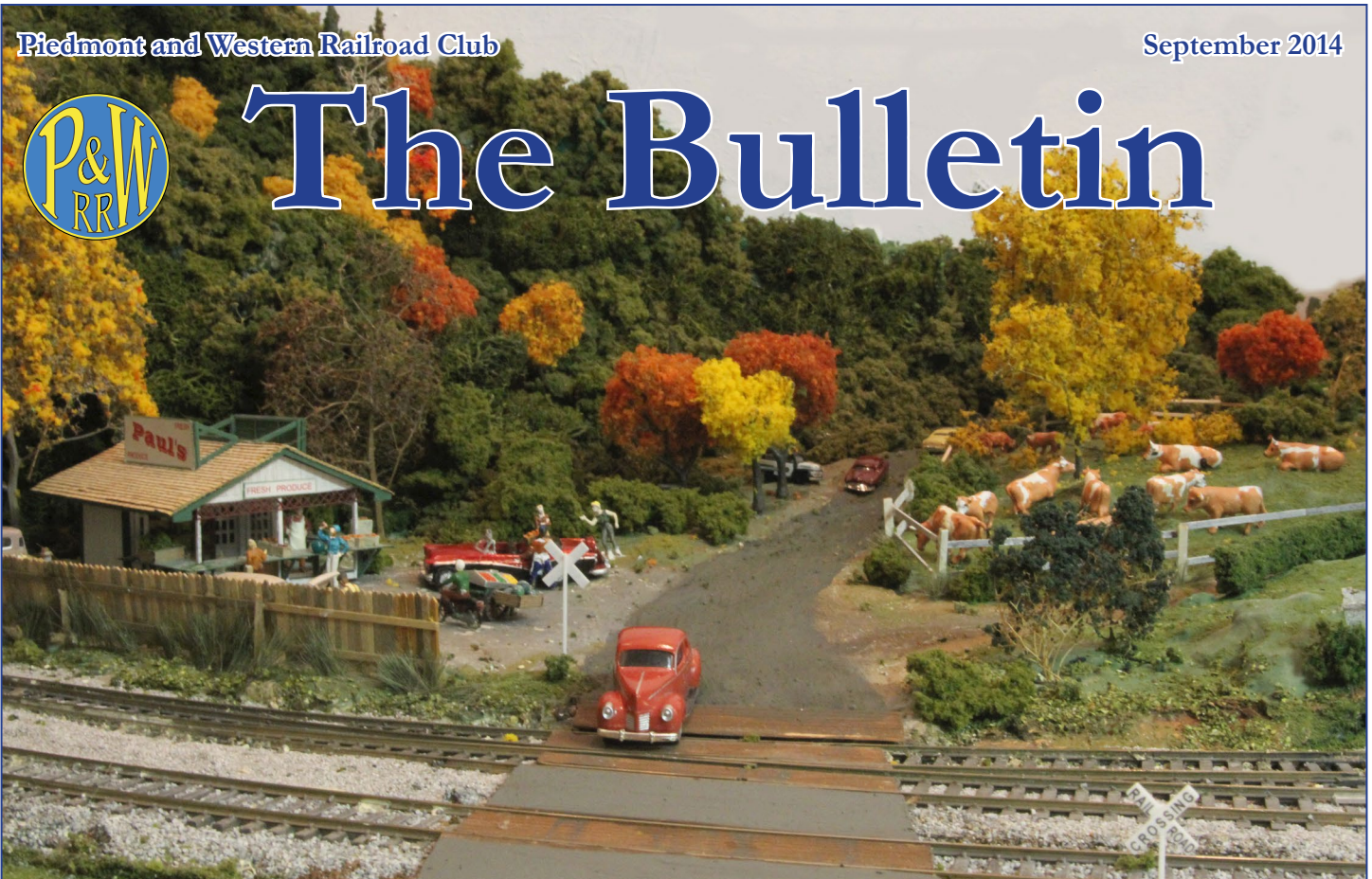




# The Bulletin



**ANOTHER DAY AT STEELE'S FARM:** Paul's Produce seems to be hosting a parking lot argument if body language is any clue; meanwhile up the road, local police are running a speed trap. More images of Frank Steele's latest scenery masterpiece are to be found on page 3.

*All photographs in this issue by the editor*

## Minutes of the September P&W Business Meeting

The September 4, 2014 business meeting was called to order on at 7:34 PM by President Tim Skidmore.

### Members in Attendance:

Jeff Whisenant, Ken Humphreys, Frank Steele, Jacob Riley, Tim Skidmore, Gene Austin, Bill Poteat, Danny Tuttle, Larry Weed, Alan Coleman, Kevin Stine, Grant Robbins

**Financial/Membership Report:** Treasurer Gene Austin reported a bank balance of \$3,749.64. The Waldensian Festival Open House revenue of \$380.00 consisted of \$272.00 in admissions, \$45.00 in donations, and \$63.00 in miscellaneous income; the total was \$100.00 over last year's level. Many members have yet to pay their 3rd Quarter dues; Gene urged all those in arrears to pay as soon as possible as "bill paying season" is nearly on us and our current balance will barely cover our annual fixed costs: annual rent, liability insurance, club membership in the NMRA, and our layout/museum contents insurance (see *New Business* for more discussion on our finances).

**Wiring and Track Report:** The club's big winter project is the rewiring of our entire layout- we will be using CAT 5 cables for signaling and switch machine wiring,

with each turnout having a separate jumper running back to a CAT 5 patch panel which Bill Poteat showed at the meeting. In addition to the CAT 5 cabling, the layout will still require a power bus and turnout frog wires.

This modular approach will for the first time in club history to have wiring documentation,, make trouble shooting incredibly easy, and finally allow all signals and turnouts to be operational. This project does involve major expenditures of time and money, e.g. it The project will require nearly 8,000 prototype feet of cable. All electronics will be moved from their current locations into the Rital cabinets in the service hallway museum room.

This use of the cabinets will require us to clean out the service hallway which at present is a primary storage area for plywood and lumber- all of which will be distributed/disposed of. This effort will permit cleaning and use of the workroom access track. The cut-over date for the new wiring will sometime in early 2015

Bill also has purchased a programmable LED array which will be mounted on the wall over Ben's Cut to display its track routing- Murphy, Marshall, or out of service (X).

**Scenery Report:** The Open House precluded any activity, though it was noted that we need to maintain our current level of "cleanliness" and thus the ability to run trains and entertain

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THE PIEDMONT & WESTERN RAILROAD CLUB  
THE OLD ROCK SCHOOL, 400 W. MAIN STREET

P.O. BOX 513, VALDESE, NC 28690  
WEB SITE: WWW.PWRR.ORG

TIM SKIDMORE, PRESIDENT; GRANT ROBBINS,  
VICE-PRESIDENT; GENE AUSTIN, TREASURER,  
ALAN COLEMAN, SECRETARY AND BULLETIN  
EDITOR.

OPERATIONS CHAIRMAN: KEVIN STINE  
WEBMASTER: KEN HUMPHREYS

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

**P&W Work Session**  
Saturday, September 13

**Railroad Day at the  
Old Fort Depot**  
Saturday, September 20

**Business Meeting**  
Thursday, October 2, 7:30 PM

**Christmas in November  
Open House**  
Saturday, November 8

**Waldensian Christmas  
Parade Open House**  
Saturday, December 6



### September 2014 Minutes *continued*

guests at all times. This means that all those doing scenery work or museum work MUST immediately clean up afterwards, leaving the layout and museum at its current level of readiness.

**New Business:** Ken Humphreys reported that we will again be in Kalmbach Publication's annual attraction insert in *TRAINS* magazine, with a major improvement being the listing of the town tourism/ORS phone number instead of Tim's.

Ken asked for help in manning the annual Old Fort Depot Railroad Day on September 20. We will be offering our remaining surplus items to the public; Danny Tuttle will be setting up his Lionel® Clinchfield train for operation; Ken will have a G-scale trains running. As the modular layout club that been at the event in past years is not going to be there on September 20, we really need to make an effort to help out. Ken also reminded everyone that we also will be staging another P&W open house for ORS's Christmas in November crafts fair on November 8.

Alan will be out of town for the October 2 business meeting - we will need a substitute secretary that evening.

Tim reported that the Christmas Parade Open House will be Saturday, December 6, only 19 weeks from now.

**New Business\$ continued:** In a serious vein, Tim led a discussion of the club's long-term financial future. One of the critical issues we need to face is our dues structure. With the aforementioned annual fixed costs of nearly \$3,400 (i.e. about \$200 per capita) , it is vital to recognize that currently much of the financial load is now being carried by an aging group of "Senior" and "Patron" members who pay the equivalent of three regular \$100.00 per year members, or more. Membership recruitment at our current regular dues, while helpful, is not a viable solution as our layout has a "critical mass" or limited capacity for the number of train operators it can support at our 4th Thursday of the month operating sessions. As Tim noted, we do not want to have two different operating sessions to accommodate our club members. Grant inquired about what, if any, benefits the upper-tiers of members currently receive. The answer, said Tim, is just the satisfaction of helping to keep the club alive and growing, as not even door key possession is possible for all of our Senior and Patron members due to town restraints .

Tim said that while there is currently no financial crisis, we need to examine the possibility of a minor dues increase (5 or 10 dollars per quarter) to provide a cushion to help offset future changes in our membership. To that end, he asked Gene to prepare a breakdown of fixed costs/per member for a future meeting.

Pointing out that every other organization he belongs to has its dues on an annual basis only, Alan suggested that Gene's work load as treasurer would be much easier if as many members as possible could pay their dues on an annual basis, rather than quarterly - Gene has to spend far too much time chasing down dues every three months.

A lengthy discussion of possible fund raising projects followed: Bill and Alan will lead exploratory efforts into producing club-liveried HO cars. As a lead-in to such an offering, Kevin suggested that we try to have layout pictures successfully submitted to *Model Railroader* and other publications to help develop a market for P&W rolling stock.

Our final discussion was led by Frank- the possibility of interactive layout features and or trains which could be accessed by visitors outside of our operating sessions and open houses. Tim said that we had considered having a single train operation, but that doing so now is ruled out by the danger of a possible derailment and resulting short circuit to the entire operating system. We have also discussed having hallway accessed layout room lighting, which is possible. We will look into adding a static locomotive to Alan's Royal American Shows consist or perhaps a remotely powered "back and forth" consist, motor car, or other rail vehicle on an isolated Track # 2 in the front hallway area.

The meeting was adjourned at 8:58 PM.

Submitted by Alan Coleman

# Down on the farm...

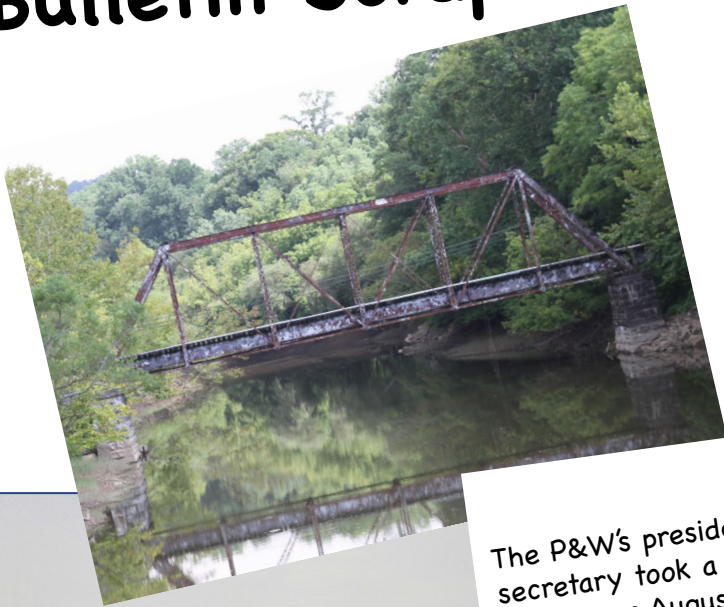
modeling by Frank Steele



A recent visitor to the P&W asked Frank Steele for a better look at his farm scenery. in our hallway...we're with her. Here are some close-ups of Steele's Farm without any interference from the windows which protect it.



# Bulletin Scrapbook



The P&W's president and secretary took a trip to Murphy on August 23 to see how close our model railroad compares to the real thing....



**AGING STALLIONS:** Norfolk Southern GP-60 7133 was built for NS nearly twenty three years ago (10/1991); high-nose GP-38-2 5107 is 17 years her senior, having been completed for the Southern Railway in January of 1974. The pair was running westbound between Black Mountain and Swannanoa on August 20, 2014. Catch such veteran locomotives with your camera while you can....

