

The Piedmont and Western Railroad Club

September 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&WRRRC. ALL OPINIONS ARE SOLELY THOSE OF THE
EDITOR OR CITED CONTRIBUTORS.



ON THE COVER: The editor photographed Seaboard Coastline Railroad GP-7 No. 972 at what he recalls as Johns Station, N.C. in 1973. More images of No. 972 are to be found in this month's Snap Shots on page 3.

All photographs in this issue by the editor.

Work Saturdays:
September 26 and
October 17

Next P&WRRRC
Business Meeting:
Thursday
October 1, 2015
at 7:30 PM

Piedmont & Western Railroad Club's September 2015 Minutes

The meeting was called to order on September 3, 2015 at 7:32PM by President Tim Skidmore.

Members in Attendance: Tim Skidmore, Gene Austin, Bill Poteat, Jacob Riley, Josh Garrison, Robert Scism, Keith Garrison, Frank Steele, Grant Robbins, Jeff Whisenant, Mike Outen, Sr, Mike Outen, Jr., Dick Miller, Alan Coleman, Larry Weed, and guest Mae Weed.

New Business: President Tim Skidmore reported that the Waldensian Festival Open House had excellent attendance with a good, steady stream of visitors throughout the day, and admissions were nearly double those of 2014. The layout had a few problems and glitches, most related to our failure to lock out the local yard panels- one visiting little girl found the red buttons hard to resist, leading some trains astray.

Tim reminded everyone that the club tradition of an August post-Waldensian Open-House sabbatical dates back to the days of Paul Brezicki's reign as club president. Some members were not at the August meeting to be reminded of our "vacation," and the club secretary failed to note said break in the August minutes. *Mea culpa*, and we will try to avoid similar confusion next year.

Wiring and Track Report: Tim reported that we are going to have a busy fall with deep involvement into the new system. Tim and Bill will particularly need help in pulling wiring under the layout from some of our younger members. We will need to access one more wiring passageway in the wall; Tim thinks an existing but out-of-use pipe may be useful. We will need power to the center panel, and the Digitrax system will be the first major component to moved into the Rital cabinets from its current location under Hot Springs. Tim thinks one or two long work sessions Saturdays may be sufficient. Bill commented that some mc cable will need to be pulled in from its current location under Hot Springs. Tim thinks one or two long Saturday work sessions may be sufficient.

Old Business: The project white board remains unchanged- Tim welcomed everyone to take on one of our projects, which include installation of new back step hand rails, painting the back door, concrete placement stairs toe board, and on a larger scale, re-build of the Pullman display to include the medicine cabinet/lights. Track work on the layout includes fixing loose track near the Asheville tower, and as Bill noted, replacement of the Ben's Cut turnout.

continued on page 3

September Minutes, continued

With the availability of CD collections of Model Railroader, Trains, and other magazines, the club's collection of old issues has become redundant. Larry has confirmed this changing world with folks in the SRHA- old magazines are unwanted by most folks. Members are asked to please take any and all copies they are interested in; we will hand out copies at future open houses and public events.

Bill brought up the continuing problem with the computer in the work room, which is in dire need of replacement or re-building to better serve the DCC programming track.

Frank led a discussion of possible scenery in the area currently occupied by the dispatcher's panel., suggesting a non-operable rail line and a small town scene of a gas station, motorcycle shop, and bill boards. Frank has pointed out the track access problems for a power plant, which had been a previous suggestion.

Financial Report Treasurer Gene Austin reported that we had \$3,845.59 in our bank, account, with only \$400 in dues payable remaining for the year. This balance will just cover our 2016 fixed expenses, which consists of rent to the town and its insurance premiums, both of which Genes pays in full in January each year. Our participation in the Christmas in November (November 14) and donations from the Christmas Parade Open House will hopefully help provide a cushion going into 2016. The club currently has 15 full members and two student members.

The meeting was adjourned at 8.10 PM.

Submitted by Alan Coleman



The cut in front of the former Hickory Printing Company building was a long-time favorite photo location for HPC owner the late Tom Reece. The cut remains a good spot for catching trains on Norfolk Southern's Asheville-Salisbury line; in this June 2015 shot, GE Dash 9-44CW No. 9052 leads an eastbound through Hickory.



Seaboard Coast Line EMD GP-7 No. 972 was completed in February 1952 for predecessor Seaboard Airline Railroad as its number 1792.

Snap Shots

wherein the editor scans some of his old prints. This month we are down east in North Carolina.



After the 1967 merger of the SAL and the Atlantic Coastline Railroad, units like 1792 got a quick and not very durable spray over of their SAL logos and new lettering on their long hood-sides. Within a couple years of this shot, 972 received a full re-paint in SCL black with yellow Stripes



Back around the turn of the century (2000-2001) the short-lived *Carolina Dinner Train* was operated on the Aberdeen, Carolina & Western. The dinner train I rode in February 2000 was pulled by the very scruffy AC&W “GP-16” No. 1721, which had yet to receive its later wonderful AC&W green and white livery.

Starting life in 1960 as SAL GP-18 number 408, the locomotive along with many former ACL/SAL GP-7, 9, and 18 models was rebuilt in 1980, receiving its low-short hood at the time. All the units had their EMD 567 diesels replaced with 1,600 hp 645 units, thus the “GP-16” moniker. In the case of the GP-7s, the horsepower rose by 100, GP-18’s like 408 lost 200!

1721 has since moved on to be part of Carolina Coastal Railway roster





Of all the rolling stock seen in Aberdeen back in 2000, only this former Chessie caboose had seen the AC&W paint shop.

AC&W GP-38 No. 2077's heritage was obvious in 2000, it would be nearly five years before it received its new livery.



The Aberdeen, Carolina & Western now has a beautifully painted collection of rolling stock (check out www.acwr.com/rolling-stock/passenger-cars), quite a change from fifteen years ago.

One final snap shot from 1971 or so...

The Laurinburg & Southern had one office car in 1970, long out of service and soon to leave its siding in East Laurinburg for a new home at a children's camp. Happily that car, former Atlantic Coast Line 303, is now preserved in its original livery at the railroad museum at the Rocky Mount, NC.

