



The Bulletin

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2016 Standard Gauge Steam
Visitors to North Carolina





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: Lehigh Valley Coal No. 126 will back at the NCTM in Spencer this spring to pull trains and offer “At the Throttle” opportunities on March 5,12, and 19 and April 2, 9, 23 and 30, For \$150.00 (minus a ten dollar discount for NCTM members) you get thirty minutes behind the throttle of this 40-ton, 1931-vintage Vulcan Iron Works 0-6-0. To book your session, contact John Mercer at the NCTM via john.mercer@nctransorg or (704) 636-2889, extension 224.

Photograph by the editor

Next P&W Business Meeting: Thursday February 4, 2016 - 7:30PM at the Old Rock School

Piedmont & Western Portraits



It's a hot summer day with threatening skies at the French Broad Gas and Grocery.

Photograph by the editor

Piedmont & Western Railroad Club's January 2016 Minutes

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

Members in Attendance: Tim Skidmore, Gene Austin, Bill Poteat, Larry Weed, Jacob Riley, Josh Garrison, Robert Scism, Keith Garrison, Jeff Whisenant, Frank Steele, Ken Humphreys, Kevin Stine, Dick Miller, Mike Outen, Sr., Jerry Rowan, Grant Robbins, and Alan Coleman.

Financial Report: Treasurer Gene Austin reported that with all 2016 fixed expenses paid or set aside, we began the year with \$1,655.20 in our treasury. Donations from the public were down drastically in 2015, and the disappointing trend continues during the Valdese Christmas Parade open House with only 28 attendees.

Wiring and Track Report: Tim reported our first project of 2016 will be moving the Digitrax hardware. This will be followed by wiring up the Murphy Branch, and then, as previously reported, re-wiring the main layout room on section at a time. The track and layout are both very dirty- Kevin will bring boxes to help move rolling stock to the cleaning track in the work room.

Scenery Report: Frank is building new structures for the Hot Springs expansion area.

Business Old and New: Tim voiced the club's continued thanks to Arlene Koski for sponsoring the costs of our website. Our web master Ken Humphreys reminded everyone that the site was in desperate need of high-resolution, updated images of the layout- Ken can crop and size the images (our Bulletin editor could use similar photographic contributions!)

The meeting was adjourned at 8:16 PM.

Minutes submitted by Alan Coleman



PROTO PHOTO: Captured in Salisbury last summer, NS GP-38-2 no. 5065 started working for the Southern Railway back in August of 1973.

Photograph by the editor

Virginia Museum of Transportation and North Carolina Transportation Museum Announce 2016 Schedule of Norfolk & Western Class J 611 Excursions and Special Appearances

(Jan. 11, 2016 – Roanoke, Va.) The Virginia Museum of Transportation (VMT) and the North Carolina Transportation Museum (NCTM) are pleased to announce in partnership that the Norfolk & Western Class J 611 steam passenger locomotive will return to the mainline in 2016 with an exciting schedule of public excursions and special appearances.

The 611 will move from Roanoke to the North Carolina Transportation Museum in February in preparation for maintenance and its annual Federal Railway Administration inspection. Following that work, spring will see a total of four weekends of public excursions behind 611 on the Norfolk Southern system. A variety of seating options, including coach, first class, and dome cars is planned for each excursion. In addition, special appearances by 611 are planned for Roanoke, Manassas and Danville, Va., and Spencer, N.C.

611's 2016 North Carolina Excursion Schedule

The first two trips will be hosted by the North Carolina Transportation Museum. On Saturday, April 9, 611 will run from Spencer, N.C. to Lynchburg, Va., and return. On Sunday, April 10, it will travel from Spencer, N.C., to Asheville, N.C., and back via the famous "Loops."



2015 Roanoke, VA photograph by the editor

Tickets go on sale for NCTM members on February 1 and to the general public on February 2:

	Coach Class.....	\$169.00
	Deluxe coach.....	219.00
Lynchburg or Danville	First Class.....	319.00
	Dome Class	419.00
	Four Person Suite.....	1,280.00
	Club Car	609.00
	Chairman Class.....	649.00

For a complete description of the amenities for each class, visit the NCTM website
<http://www.nctrans.org/Events/611-Spring-Excursions/Class-J-611-2016-Schedule.aspx>

Following the NCTM excursions, the remaining three excursion weekends will be hosted by the Virginia Museum of Transportation. On April 23 and 24, full-day trips will depart Greensboro, N.C., to Roanoke, Va., and return to Greensboro. 611 will return to Roanoke to lead half-day excursions on May 7 and 8. Morning excursions will run from Roanoke to Lynchburg and back via the Blue Ridge grade. Afternoon trips will run from Roanoke to Walton and return via the Christiansburg grade. The morning and afternoon trips are separate excursions. In early September, 2016 – 611 again will return to the NCTM for special events and maintenance. September 24-25, 2016 – 611 will travel to Danville, Va., to be featured during Danville Rail Heritage Days. 611 will return to Roanoke after the NCTM events conclude in the fall. The events at the NCTM and the City of Danville involve only the locomotive and its crew. No excursions to Danville or to Spencer (NCTM) are offered. For event information and to sign up for email notifications, visit www.FireUp611.org.

A look at the Long Island Railroad



A fall of 2015 trip to Long Island and Manhattan to visit family-to-be proved to be a great rail fanning trip as well. Riding the contemporary Long Island Railroad and visiting the museums which celebrates its past is highly recommended...here are just a few items in the museum's collection

Images and text by the editor

PREVIOUS PAGE: An eastbound train in front of EMD DE30AC no. 405 waits for passengers at Kings Park Station on the Port Jefferson Branch. These units are like the old New Haven FL-9s- capable of diesel- electric operation (as on this section of track) or taking power from a third rail.



LIRR no. W93 is a model 2-200 Jordan Spreader built in 1948 for both fair-weather ballast spreading and winter snow plowing.

The Railroad Museum of Long Island is located in the towns of Riverhead and Greenport on the Ronkonkoma Branch. The shots on these pages were all taken at the Riverhead facility.

Two headlights wait for better days at Riverhead.



The museum makes excellent use of HO-scale models to capture the lost locomotives of the LIRR like this Fairbanks Morse C-Liner.



LIRR no. 15567 is a 1955-built ALCo RS-3. These 1600 hp locomotives were classified by the railroad as AGP-16mcs's.

Though many folks from Brooklyn won't admit it, Brooklyn is on Long Island. Brooklyn Eastern District Terminal no. 16 operated as late as October of 1963. This large Porter 0-6-0 was built for the Astoria Power & Light Company in 1923, and was later owned by Fleishman's Yeast Co. before going to the BEDT via Birmingham Rail & Locomotive.



Though missing its rail wheels, this 1953 Fairmont Hy-rail® Model A32 Series A was built for the US Navy (as with this unit), the LIRR, and the New Haven. Note the cab windows which would probably fit in our M-19. With Willys running gear and powered by a Continental four cylinder motor, Fairmont had far better sales of straight conversions of Willy's pickups (Fairmont model A-30) and station wagons (models A-31 and A-34).



The Riverhead museum site features a 16-inch gauge Alan Herschel-built park railroad which the LIRR operated at the 1964-1965 New York World's Fair. Other exhibits in this view: a to-be-installed 1915 Canadian Bridge Co. turntable, a railroad crossing shanty which served up until the 1950's advent of automatic crossing gates- it now houses the controls for the adjacent garden railway; 1963- vintage LIRR caboose no. C-68, a Morrison International product; and a working GP-38 simulator.



LIRR no. 200 was the railroad's 1932 prototype for an aluminum double-decker commuter car. Then LIRR-owner Pennsylvania Railroad teamed up with ALCOA to build this 120 passenger car. Subsequent cars had traction motors and control stands.

In the background is LIRR no. 399, the former Morris Park Shops yard goat. The 25-ton, 150 hp diesel was built in 1958 by GE.

More modern LIRR cars in the collection are adjacent to the LIRR branch.

