

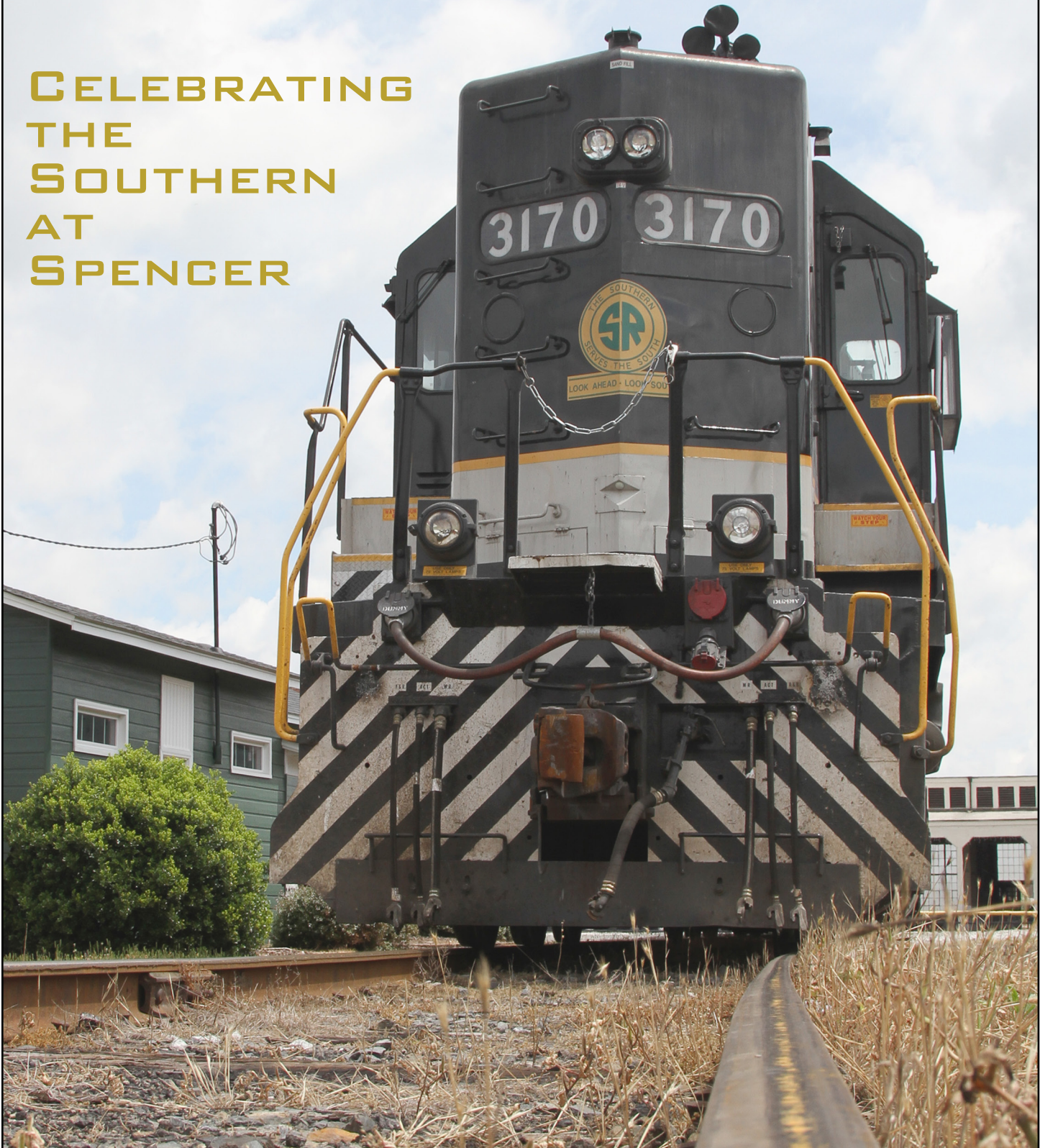
The Piedmont and Western Railroad Club

June 2016



The Bulletin

CELEBRATING
THE
SOUTHERN
AT
SPENCER





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 Tennessee Valley Railroad Museum's most recent acquisition, former Southern SD-40 3170, was visiting Spencer in mid-May for the 2016 SRHA convention and National Train Day.

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Piedmont & Western Railroad Club Minutes for June

President Tim Skidmore called the meeting to order at approx 7:35PM on June 2, 2016.

Those in attendance were: Tim Skidmore, Eugene Austin, Grant Robbins, Garatt Jackson, Reggie Stroud, Larry Weed, Jeff Whisnant, Joshua Garrison, Keith Garrison, Bill Poteat, Frank Steele, Dick Miller, Mike Outen Sr.

President Tim Skidmore had prepared a PowerPoint presentation for the meeting but could not interface with the overhead projector...he presented the outline of the meeting via the laptop screen alone.

He began the meeting with a notification that we had an Executive Board Meeting [*editor's note: attending the 5/23/2016 meeting were President T. Skidmore, V.P G. Robbins, and Treasurer G. Austin (Secretary A. Coleman was out of town)*] since the last business meeting to discuss several critical issues facing the club. And, that while no specific topics would lead to the immediate demise of the club, that we needed to address some things now in order to get things back on the right track (he said "no pun intended"...but I don't think Tim EVER misses the opportunity for a pun).

First topic to discuss was **FINANCE**. Tim asked Treasurer Eugene Austin for our yearly fixed costs (approx \$3,700) and our current total of Dues (\$3,300-3,400). Tim went on to mention that the club has maintained the same base Due structure for over 15 years, and that we (PWRR) are a true bargain as compared to other comparable clubs and organizations. He mentioned that Entry Fees had also remained constant - that a ticket to "the Plywood Central" of the first Open House had been \$2 - and that is THIRTY CENTS in 2016 dollars.

Tim went on to state that times were changing in Valdese - that rumors of a Property Tax Increase, recent News Reports of changes in services, and the risk that the ORS may review rent Structure were critical "What Ifs" facing the club. So, he announced the Exec Team's proposal to drop the base Dues rate of \$25, and raise that to \$35 per quarter. And, to maintain a fair structure, the Patron Rate would increase from \$75 to \$85 per quarter.

Larry Weed mentioned that \$2 a ticket was a bargain and that we could easily raise admission up to \$5, but after some discussion, consensus was that \$2.00 was a ceiling amount for visitors - that we already encountered objections at that cost and to raise it now would not be feasible. (Several Members mentioned comments overheard at the last Open House, and Grant Robbins noted that approx 18 of the 48 members of the recent "Boy Scouts Tour" group had changed their minds regarding the Tour when the \$2 per visitor fee was made known to them.)

Tim added that, according to our By-Laws and as a function of our Tax Exempt status, we were required to cover 90% of our static expenses via Dues alone. The original structure was that the Base Rate Member could not vote, not have a key, and could not be an officer. And, even going to the new Base Rate, we are still cheap compared to others - and we just can't pay the bills and need to take action NOW so we're ready for what may come...such as insurance increases. He noted we must keep Fire and Theft to protect the loaned artifacts in the museum and our liability insurance is a requirement due to the Public Access we allow.

So, in summary, the proposal for thought this month is to have two Dues Levels: Base Rate of \$35 per quarter per member, and \$85 Patron Level rate per quarter. He said he/Exec Team still had things to work out - such as requirements to get a key and alarm code, etc.). Further discussion will follow at our next business meeting, with a formal vote to follow in August.

Grant noted one thing: that the \$10 per quarter per member increase

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Minutes *continued from Page 2*

would not result in a windfall amount...that this increase would provide an additional 5 or 6 hundred dollars to the treasury...only \$200 or so above the minimum required to meet our static obligations. And, that the recent loss of several key Founding Members who were at Patron (or above) level had not only been a personal loss to the Club, but the loss of members who gave generously of both time and money toward the operation of the club: the loss of their behind-the-scenes AND active roles in both operation and financial support were really beginning to show.

Tim urged members to think about it, talk among themselves, and feel free to come to the next meeting with any comments or suggestions...that this was indeed a PROPOSAL to start the discussion.

Topic #2 - Other Fundraising

Tim stated that the overall feeling was that we were doing better on tours with the set fee of \$2 per visitor vs. the previous "Donations" option. Bill Poteat stated that he thought \$5 should be the price of entry. Mike Sr stated that on one tour he had attended, that the monies received would not even cover the gas money of those who came to open the museum and run the trains.

The discussion ran on for a few minutes, and much of the discussion from the previous hour's discussion on Ticket Costs were repeated with the same outcome - that \$2 was our fixed ticket cost at this time.

Tim then brought up the Exec Team's idea for a RAFFLE at the August Event. A Bachmann HO Norfolk Southern "Thoroughbred" train set was purchased by a club member and donated for the event. The plan is to offer a maximum of (100 or 200, yet to be decided) tickets at a cost of \$5 each. Tickets will be sold at the booth on the street AND at the door. With the Raffle Ticket, a visitor will receive both one chance at the drawing for the prize AND admission that day to the Museum and Layout. Tim felt that much of our dwindling traffic the last few events was due to there "not being a draw" for folks to come down that far. We are hoping that the Raffle will generate some new excitement and entice folks to walk down to the Old Rock School.

Topic #3 - Wiring

Tim: JMRI is set up on the new PC in the workroom that Bill Poteat donated. It is not communicating directly with the main unit in the Dispatcher's Office - and with the recent demise of a DCS100, we have lost our Roster. So, once the two PCs are communicating (within JMRI), we will rebuild our roster as each unit is cleared for addition to the layout. (Note that Tim had purchased a "spare" DCS100 at the Hickory Train Show, and he donated it to the club in return for the G Scale Locomotive that had been in storage - one that Alan Coleman had purchased earlier.) Tim also mentioned that he had changed out the main light switch in the main layout room. And, a WORK DAY for Wiring is needed, Date TBD.

Topic #4 - Scenery

Tim: List of Projects

- a) Urban Renewal of Asheville
- b) New Corner
- c) Coal Mine
- d) Sylva

e) Mountain Re-Do behind Bryson: Take mountain down to the table all the way back to Dick's Burn area. Narrow gauge off the mountain. Too much hidden track in that area. Mountain reconstructed at a lower peak from Dick's Fire Break over - with a vertical masonite view block extending up as needed - to maintain 2 sides of the mountain.

Topic #5 - New Business

Tim: In addition to the "Dues and Finance" discussion we started the meeting with, we have:

5a) Open House Changes

The Club will have a new booth uptown, so BOTH AREAS will need to be manned. It is IMPERATIVE that members set their calendars NOW to reserve August 13th to be at the Open House as we will need members in the Layout to run trains, in the Museum to answer questions, and up at the Booth as well. We will NOT be able to get by with the number of members we have had in attendance at recent events...we need ALL HANDS ON BOARD for this critical event.

Booth Location - ORS has helped us as we are right in the middle of town, and our booth is 10'x20' : Tim S and Grant R offered their 10x10 canopies for use that day. We will need members help to set up the tents, tables, fans, and chairs and to man the booth which will have the following features:

1) Operating Layout: Larry Weed offered the use of his Z Scale layout for the booth. *(Editor's note: After hearing discussion between Larry and Gene at the Johnson City show about possible effects of August heat on a Z-scale layout, Mrs. Weed came up with the great idea of having a Thomas The Tank Engine® layout at the booth which kids could operate. The club will pursue this idea.)*

2) Laptops to show films from the layout, images of the museum

3) Raffle Display/Ticket sales

Gene will handle the two floats for the ticket sales locations.

5b) Committees

Tim announced another outcome from the Exec Team meeting - the return of structured COMMITTEES to direct the activities within the club. Tim stressed that these INITIAL LISTS WERE the EXEC TEAM'S BEST GUESSES of aptitudes and a suggested starting point- and that discussion and opportunity to adjust will come at future meetings - members can volunteer for any committees in which they have an interest:

MUSEUM Committee: Mike Outen Sr, Mike Outen Jr, Ken Humphreys, Alan Coleman

TRACK and WIRING Committee: Tim S, Bill P, Keith G, Josh G

SCENERY Committee: Jeff W, Dick M, Alan C, Larry W, Reggie S, Garatt J, Frank S

OPERATIONS Committee: Kevin S, Joe B, Arlene K, Michael L

ROLLING STOCK Committee: Gene A, Kevin S, Joe B, Grant R

WEB SITE CONTENT Committee: WebMaster: Ken H / Facebook: Jeff W. CRITICAL NEED: Current Photos of Layout, Museum, etc. for Ken H to update the website.

Minutes *continued from Page 3*

5c) Meeting Formats

Tim explained that he will try new things to increase the interest and excitement for the weekly meetings.

- Start WORKSHOPS
- Instructional Videos
- FIELD TRIPS
- “Eating Meetings”
- Operations: Bill P noted that the wiring project, upon completion, will open up many new opportunities within the layout...with completion of functional signals for true operations, etc.

Topic #6 - Old Business

6a) Rolling Stock Vetting NO LOCOMOTIVE OR CAR goes on the track unless vetted by Rolling Stock committee

6b) Clean-Up Day for Workroom MEETING on THURSDAY, JUNE 9th will be WORKROOM CLEAN-OUT NIGHT! All members urged to attend as the work room will be cleaned out. So, if you have specific items you wish kept, please notify Tim if you will not be in attendance to hold them yourself.

6c) Return Jessie's tools to Arlene (hand tools, power tools, table saw, etc.) Clean up, pack and return

6d) Recruiting Ideas:

- 1) OPEN HOUSE is prime opportunity to attract and identify prospective members
- 2) LINK TO NEWSLETTER on Facebook
- 3) Frank Steele: SCENERY is always a draw for new members, so lighting the buildings in Asheville should be added to the priorities/project list

6e) Steps “Museum Committee” to put together plan to complete the steps at back door

6f) Passenger Display - need to reconfigure back wall to accommodate the Pullman Medicine Cabinet, as received by same gentleman/family who donated the Max Brockmann bell to the museum.

6g) Lighting (Exit Sign rewire needed, many bulbs are out through out).

Closing Words:

Tim reminded everyone of THURSDAY the 9th WORK ROOM CLEAN-OUT MEETING, told everyone to think about the dues proposals, the committee assignments, and to come to the next business meeting with ideas or questions on any topics we went over tonight. The meeting was adjourned at 9:05 PM

Submitted by Grant Robbins

Next P&W Business Meeting: Thursday July 5, 2016 - 7:30PM at the Old Rock School



For our Clinchfield fans: former CRR hopper No. 56338 rests in the NCTM yard on May 14.

CELEBRATING THE SOUTHERN AT SPENCER

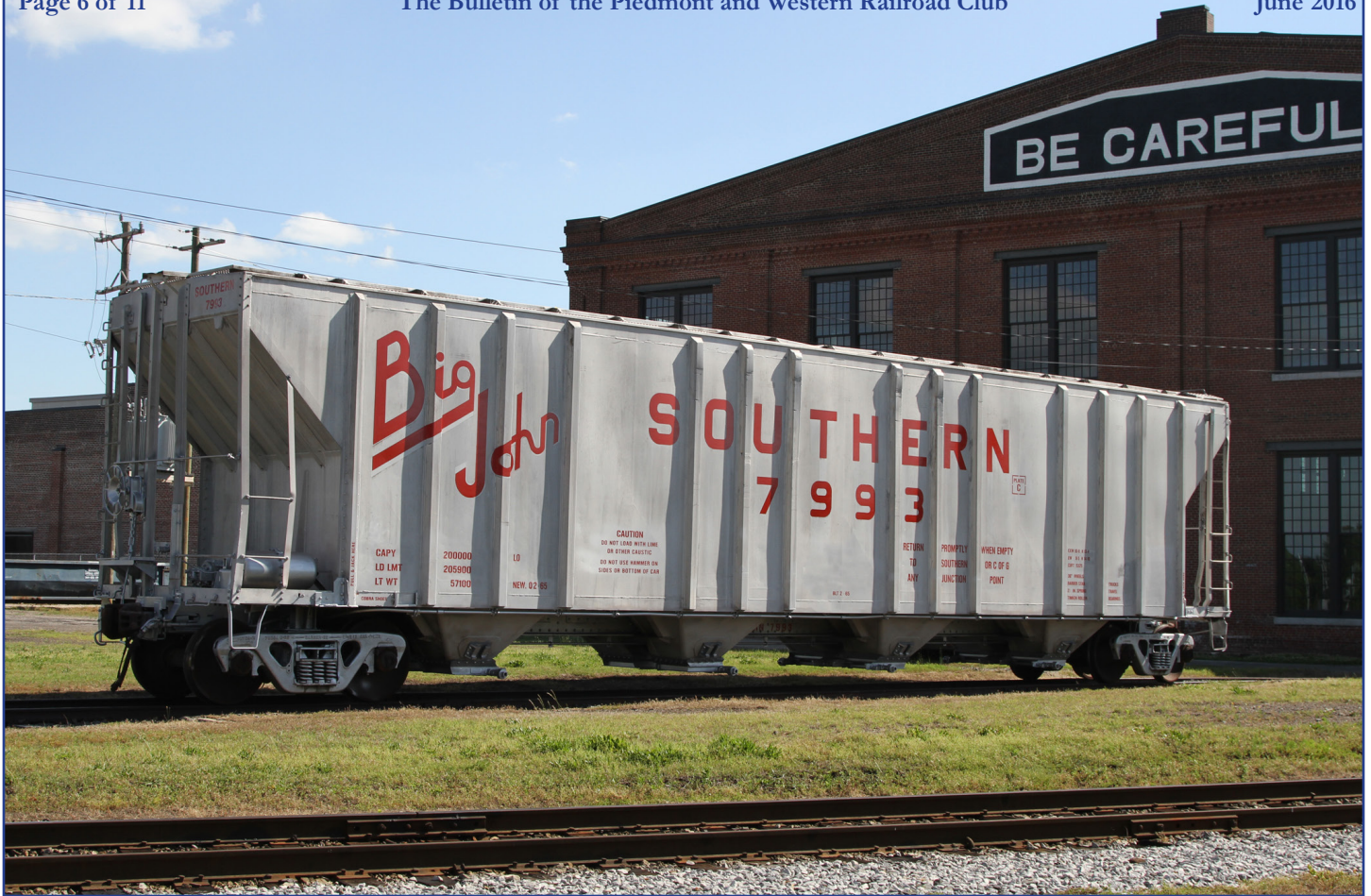


229 collective years of former Southern EMD locomotive history pose in front of the Spencer turntable: FP-7 6133 (built in May of 1950), E-8 6900 (9/51), GP-30 2601 (10/63), and TVRM's SD-40 3170 (4/71).

The weekend of May 14 and 15 saw the North Carolina Transportation Museum host its National Train Day/Membership Day events and as well as several sessions of the Southern Railway Historical Association's 2016 Convention. With night photo sessions, a visit from SD-40 3170, and outdoor placement of much of NCTM's Southern collection, the weekend was quite a celebration of the Southern Railway.



Derrick 903006 sits outside the Bob Julian roundhouse. Built as by Bucyrus as steam-powered 150-ton derrick in 1919 as Southern No. D-66, this long-time New Orleans-based derrick was converted from steam to diesel power by the Southern in the 1970's.



Southern “Big John” No. 7993 is just out of the NCTM’s restoration shop. This 100 ton plus covered hopper series was the Southern’s weapon in its fight to deregulate the grain shipping business. This particular car was built in February of 1965.



Originally built in 1953 as a three-bay coal car, 72043 was rebuilt by the Southern with drop bottom doors for clay hauling service for the North Carolina’s brick industry.



2601 and 3170 pose nose-first on the former sanding tracks- the GP-30 being an exception to Southern's usual long-hood as the front specification.



Southern heavy-weight coach No. 4081 has come a long way from the stripped, former gift shop hulk that started undergoing restoration a little over 3 years ago.





Southern 51845 is a 53' 6" inch flat car built in September of 1956.



In a scene that could have been photographed in the early 50's, Atlantic & Yadkin (ex Southern) 2-8-0 No. 542 and FP-7 6133 peer around the corner of the old roundhouse office. The sole surviving Southern Class J Consolidation, 542 is a 1903 product of the Baldwin Locomotive Works. Retired in Greensboro in July of 1953, 542 was on display at Tanglewood Park in Forsyth County from 1954 until 1991. Nicely restored to her A&Y/lessor Southern Railway livery, this 113 year-old is now one of the jewels of the NCTM collection.





The Southern converted this former pulpwood car into 920017, a panel track car for wreck train service. The ends of half a dozen pre-built track sections rested in the cradles welded to the car's bulkheads.



With NCTM's X648 in an awkward spot for photographs, the editor used a cab-ride on 6133 to shoot an ex-SRY caboose still active on the Norfolk Southern. Former X406 now serves as "shoving" platform No.7555701 for trainmen on the Salisbury locals. A former N&W cupola caboose, NS 555672 shares that duty for runs that involve shoving cars for a mile or more.