



# The Bulletin



Thermal Belt Railway has added an ex-Army GP-9u (aka to some as a "GP-10") to its roster. 4601 is shown in Bostic, NC with the road's Cummins-repowered EMC SW1 switcher. # 1 was built in 1937 with a 600 hp Winton 201A diesel. *All photographs in this issue by the editor*

## Minutes from the November 2014 Business Meeting

The meeting was called to order on November 6, 2014 at 7:46PM by President Tim Skidmore.

### Members in Attendance:

Tim Skidmore, Dick Miller, Bill Poteat, Gene Austin, Joe Bost, Jacob Riley, Robert Riley, Jeff Whisenant, Grant Robbins, Kevin Stine, and Alan Coleman.

**Financial/Membership Report:** Treasurer Gene Austin reported that the club has a balance of \$4,099.33, offset by \$275.00 in dues payable and by 2015 fixed costs of \$3,624.00. Those costs breakdown as follows; Rent (2,520.00), town-required Liability Insurance (214.00) and Layout and Museum Insurance (716.00) and NMRA dues (110.00) which are needed to purchase the latter insurance.

An extended discussion about club finances followed. Tim suggested that we need to revisit our dues structure, which has remained at its current base level of \$25.00 per

quarter for many years, particularly in light of our declining number of patron members. Current per-member fixed costs are over double the base-level dues rate. Alan suggested that spending the equivalent of eight regular memberships on fire and vandalism insurance is no longer an affordable choice for the club, nor is it an expenditure that would guarantee the club's survival after a catastrophic event. Tim and Joe both commented on the latter point, Joe suggesting that what insurance could do is cover less-than total loss situations. Bill repeated the need for membership recruitment and more visibility for the club. Grant commented that increasing our current basic dues structure could have an adverse effect on our membership numbers, particularly on those who travel a long way to participate in the club, or those who are on a fixed hobby budget. Grant's comments were met with universal agreement: during the December meeting we will examine both future insurance options and our income opportunities.

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

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

**OPERATIONS CHAIRMAN: KEVIN STINE**  
**WEBMASTER: KEN HUMPHREYS**

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**Next Business Meeting:**  
**Thursday, December 4, 2014**  
**at 7:30 PM**

**Valdese Christmas Parade**  
**Open House**  
**Saturday**  
**December 6, 2014**

#### November 2014 Minutes *continued*

**Wiring and Track Report:** Bill reported that over 7,000 feet of cable has been pulled into place for the rewiring project. We will need to empty the current tool-holding Rital cabinet and move it into the service alley behind the museum room

#### **Museum/Facility Report:**

Bill and Alan will pick up the sheet of Plexiglas which has been donated to the club by Commercial Glass of Shelby, NC. Our thanks to Jacob for arranging this generous gift which will protect the Fontana bridge.

**2015 Nominations** "Democracy at work" quipped our President. By acclamation the current officers were nominated (drafted?) for another term, the election will take place at the December 4 business meeting.

The meeting was adjourned at 8:45PM

Submitted by Alan Coleman



The original Norfolk Southern was a thrifty company, as seen in their box car into caboose conversions by Southern Iron and Equipment Company. NS #'s 383 (converted in 1967) and 388 (1969) are now reside next to the depot in Kings Mountain.



Clinchfield #1064 and Southern Railway XC-7871 are alive and well at the Southeastern Railroad Museum in Decatur, Georgia.



Thermal Belt Railway 4601 left the EMD plant floor in January of 1958 as Illinois Central GP-9 #9418. Rebuilt by Illinois Central Gulf in 1974 as 8389, it was rebuilt and re-numbered again in 1992 for the Army as USAX 4601. In 2007 the USAX reporting marks were changed to TVAX when the unit was turned over to the Tennessee Valley Authority. (Information credit to donsdepot.donrossgroup.net)