



The Bulletin

Amtrak

Baltimore
Pennsylvania
Station





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; OUR
OPERATIONS CHAIRMAN POSITION IS OPEN.

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 P&WRRC. ALL OPINIONS ARE SOLELY THOSE OF THE EDITOR OR
 CITED CONTRIBUTORS.



ON THE COVER: One wonders if foreign tourists are confused by a sign which says “Baltimore Pennsylvania.” More images of this Amtrak treasure begin on page 4.

With the exception of our public service advt. for X 2715, all photographs in this issue are by the editor.

Piedmont & Western Railroad October Club Minutes

The meeting was called to order on October 6, 2016 at 7:34 pm by President Tim Skidmore.

Members in Attendance: Tim Skidmore, Grant Robbins, Bill Poteat, Gene Austin, Ken Humphreys, Frank Steele, Larry Weed, Michael DeVore, Reggie Stroud, Keith Garrison, Jeff Whisenant, Keith Garrison, Mike Outen Sr., Mike Outen Jr., and Alan Coleman.

Wiring Report: Tim reported that a lot was going on: the untraceable Gateway short will be fixed by the wiring replacement. Two rolls of 12-gauge stranded wire for the ten tracks of Gateway yard and the coal line will be installed with 2 to 3 twists per foot to minimize inductance. New parts are being acquired; e.g. a Digitrax 240. A built-in USB port will replace a PS3. Tim said we had two bad PR-5 outlets and that the new router he brought from home wasn't working. Bill Poteat offered to bring in a replacement N 2000 router. Tim estimated we will have a solid week of time on the creeper for rewiring.

Financial Report: Treasurer Gene Austin reported that our bank account balance is \$4,765.64, with \$160.00 in dues payable.

Scenery Report: Tim discussed the need for homogeneous scenery work across the layout, reminding us that was much easier when only one or two members were doing the-majority of the scenery work. We need the scenery

committee to work on training and the overall look of the layout. In other scenery news, Frank is working on a number of buildings to be ready for the parade open house, Alan continues to work on the Robbinsville lumber mill.

New Business:

- *The National Narrow Gauge Convention* is returning to Hickory in 2021, once again setting a long-term project target date for our club.
- We need to coordinate with ORS re;Christmas in November.
- Our car inventory list is five years old and needs updating.
- Jeff joined the Operations Committee (a full list of committee members appears below).
- Nominations for 2017 officers will be made at the November meeting

President Tim Skidmore adjourned the meeting at 8:19 pm.

Submitted by Alan Coleman

Tours:	Museum	Track & Wiring	Museum	Scenery	Operations	Rolling Stock
Ken H.	Mike O. Sr.	Bill P.	Mike O. Sr.	Dick M.	Mike D.	Gene A.
Joe B.	Mike O. Jr.	Tim S.	Mike O. Jr.	Alan C.	Larry W.	Grant R.
Mike O. Sr.	Tim S.	Josh G.	Tim S.	Larry W.	Arlene K	Joe B.
Bill P.	Alan C.	Keith G.	Alan C.	Reggie S.	Jeff W.	Mike D.
Alan C.				Garrett J.		
Larry W.				Frank S.		
Frank S.						

Help Save Southern Caboose X2715!

The SE Narrow Gauge & Shortline Museum has a chance to purchase, move, restore, and display a very rare Southern Railway wooden caboose. There are more preserved Southern steam engines than there are wooden cabooses.

This caboose was Southern X2715, built by the Lenoir Car Works in 1922 and presumably retired in the early 1950's. It was purchased in Rock Hill, SC and moved to Fort Mill, where it has been a private cabin for decades. The current owner wants to sell it and would rather see it go to a museum, but he also has a buyer that wants to move it and use it as a private fishing cabin.



As such, the current owner has given us 6 weeks to raise funds to purchase the unit and move it from the property. Again, the cab is extremely rare and historically significant, as well as being very intact. Nearly all of the original hardware, including the brake rigging and underbody parts, as well as grab irons, are all still either on the car or stored safely nearby.

We have a pledged anonymous donor that will match dollar for dollar every donation raised in this campaign. With the funds we will purchase, move, and restore this wonderful piece of history to her former glory and put her under COVERED and SECURE protection for generations of people to enjoy.

Please help us in this regard and be a part of saving history. **All donations are tax deductible.** To donate online, you may visit <https://www.gofundme.com/X2715>

If you prefer to send a check, our address is PO Box 1205, Hickory NC 28603. Our federal tax ID is 56-1248369.

Name _____

Address _____

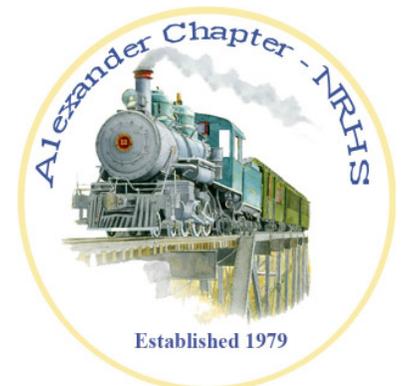
City _____ State _____

Best Phone _____

Email _____

Donation Amount _____

Alexander Chapter-NRHS
PO Box 1205
Hickory, NC 28603



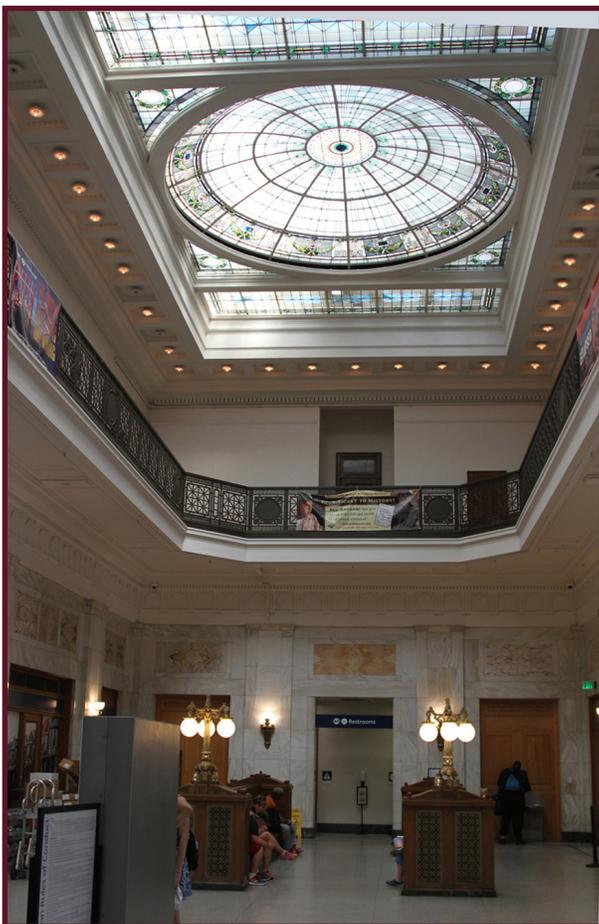


Baltimore Pennsylvania Station

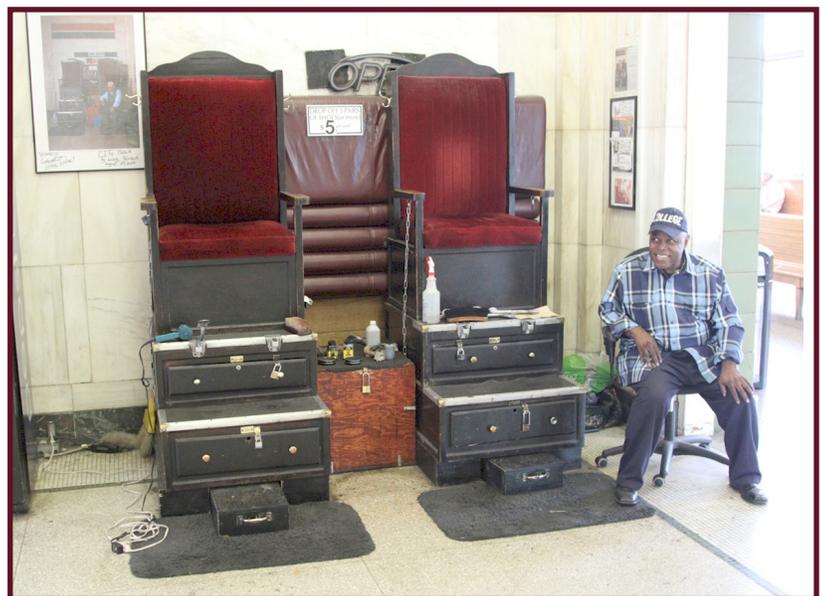


Constructed in 1911 for owner Pennsylvania Railroad and tenant Western Maryland as Baltimore's **Union Station**, this grand complex is located on North Charles Street about a mile and half north of the Inner Harbor.

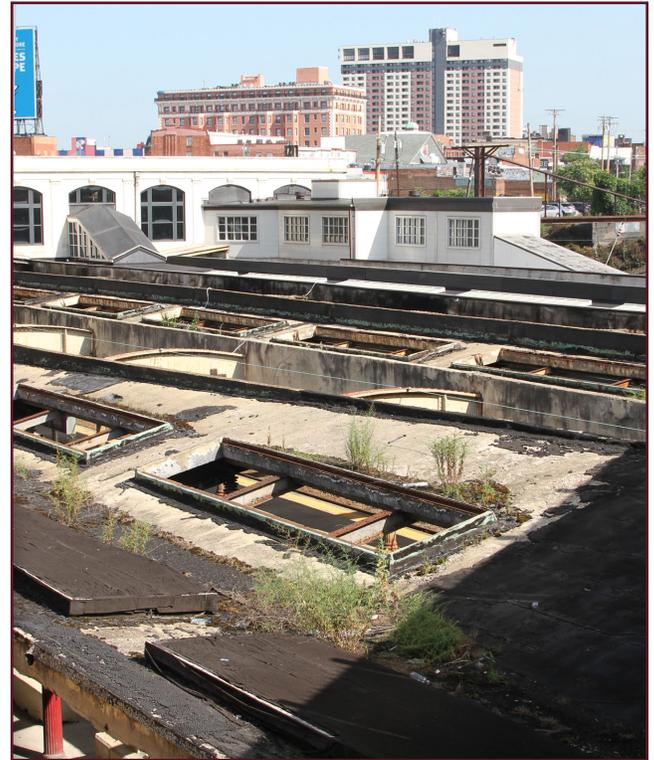
Renamed as **Pennsylvania Station** in 1928, and as **Baltimore Pennsylvania Station** by Amtrak, "Penn Station" as most locals call it, remains one of the top-ten busiest depots in America. The editor and spouse visited the station to meet a family member's arriving on one of 85 daily trains which account for nearly a million passengers a year.



Designed by architect Kenneth MacKenzie Murchison, much of this Beaux-Arts-style station was restored to its original appearance in 1984. Above and at left are views of part of its magnificent stained-glass ceiling, which had been covered with black-out paint during World War II.



We enjoyed a long chat with “Brother Charles,” who was filling in at the station’s shoe shine stand. Business is good, Charles said, “People still need to look good at business meetings.”



Taxis line up for passengers in this view of the station’s eastern side; at right, the mix of unrestored and updated platforms.



105 years after its completion, **Baltimore Pennsylvania Station** now serves the trains of Amtrak and MARC Train and serves as the northern terminus of the Maryland Transit Authority’s light rail line to Camden Yard. As shown on the train information board, Baltimore’s “Penn Station” is served by the Carolinian.

Next P&W Business Meeting: Thursday November 3, 2016 at 7:30 pm