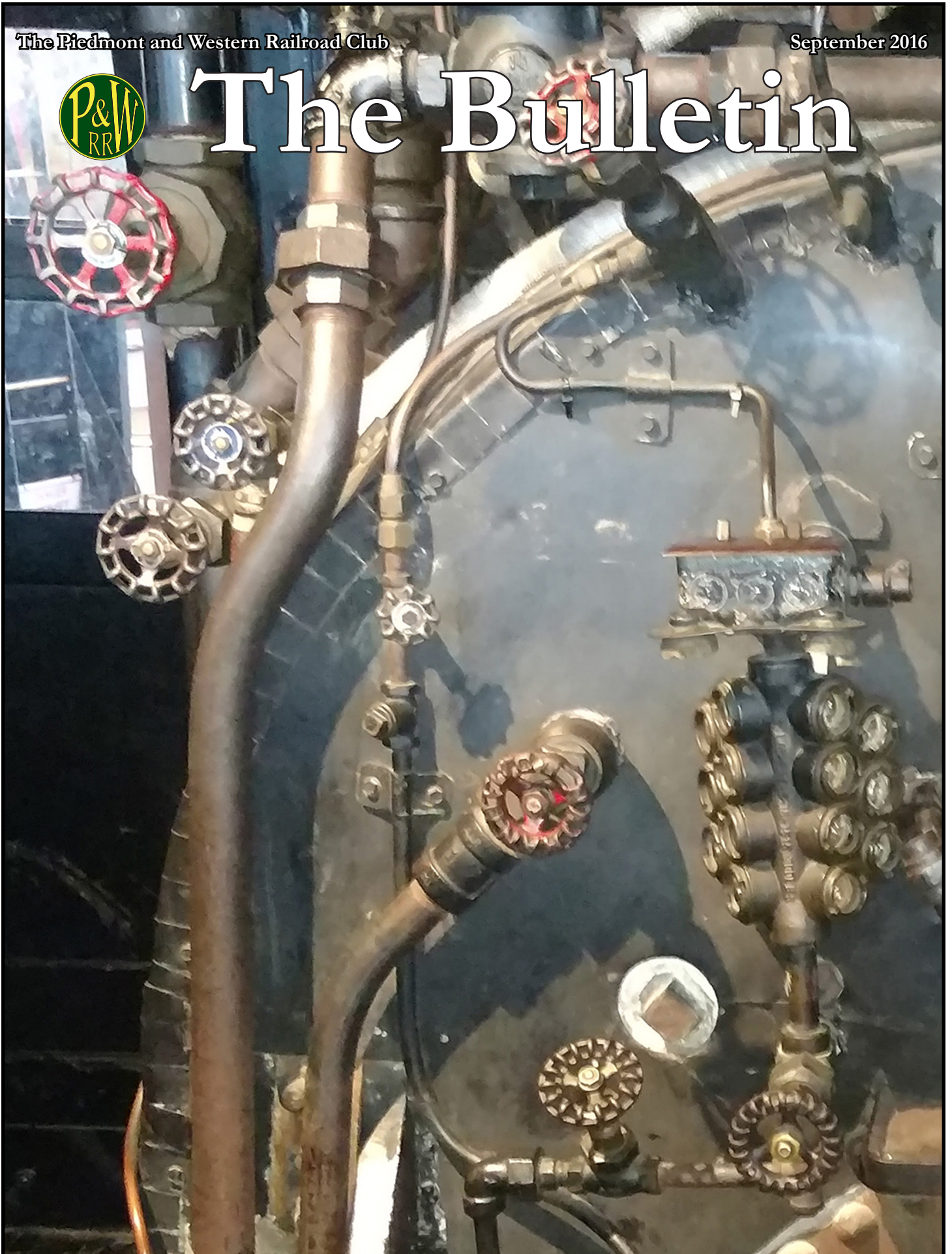


The Piedmont and Western Railroad Club

September 2016



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; OUR
OPERATIONS CHAIRMAN POSITION IS OPEN.

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 CITED CONTRIBUTORS.



ON THE COVER: A filtered view of Clinchfield Railroad (ex-Black Mountain Railroad) No. 1's back head at the Baltimore & Ohio Railroad Museum.
All photographs in this issue by the editor.

Piedmont & Western Railroad September Minutes

The meeting was called to order on September 1, 2016 at 7:27 pm by President Tim Skidmore

Members in Attendance: Tim Skidmore, Grant Robbins, Bill Poteat, Gene Austin, Joe Bost, Dick Miller, Frank Steele, Larry Weed, Michael DeVore, Reggie Stroud, and Alan Coleman.

Financial Report: Treasurer Gene Austin reported that our bank account balance is \$4,635.64. The Open House and Raffle were a success, raising \$518.00. Our next fund raising opportunity is the Old Rock School Christmas in November event we will make every effort to be on the list of vendors on the "check list", as in the 2015 event we were not, with attendance suffering as a result.

Wiring Report: Things went badly during the couple of weeks before the Open House due to lightning/electrical surge damage and other problems. The short list: we suffered a computer crash, Gateway Yard had to be taken off line, the cameras were knocked out of sync and the Old Fort throttle bus was damaged. We are going to try to answer the clear need for better surge protection...

As Tim noted, we are dealing with 26-year old wiring. After the Murphy Branch is re-wired, all of the existing wiring under Gateway yard's ten tracks will be removed and replaced. We will be using terminal strips with toggle switches, which are needed to deal with the high-amp draw of sound equipped DCC locomotives. Plans are to upgrade

to 8 amp power supplies at both Asheville and Gateway (DSC 400 and DB 150 boosters)

Scenery Report: Signals were discussed with a reminder that anyone cleaning track needs to do so with short sleeved attire and great care. Nearly all of our signals are damaged to some degree... Bill suggested that we look into low-cost imported replacements.

New Business: We have a group of area businessmen visiting on September 29- we need to have the layout and museum in good shape for this group.

Tim said that in fairness to our long time sponsor of our website, we need to making plans to assume its \$250 dollar financial responsibility.

Discussion followed about increased use of social media like Facebook, the need to update our website, and the need to promote the club more fully through the NMRA, etc.

Submitted by Alan Coleman

Next Piedmont & Western Business Meeting:
Thursday October 6, 2016 at 7:30 pm

P&W Portraits: A look at some of the recent additions to the Murphy Branch



The tanks have arrived for the Standard Oil dealer in Bryson City; still under construction is an office building/warehouse, paving, and fencing. In the background is a new retail store - the light looking patch behind the store isn't a sand trap, its the new patch for the gap in the bench work.

A distant farmhouse is now visible at the transition between our modeling and the photo-backdrop.



A nearly-completed lumber mill is finally in place at Robbinsville. Still to come are the jack slip which will convey logs from the pond into the mill, water modelling for the aforementioned pond, and a kiln building which will be located between the mill and its power house.



A culvert and grave yard are being installed at Almond.

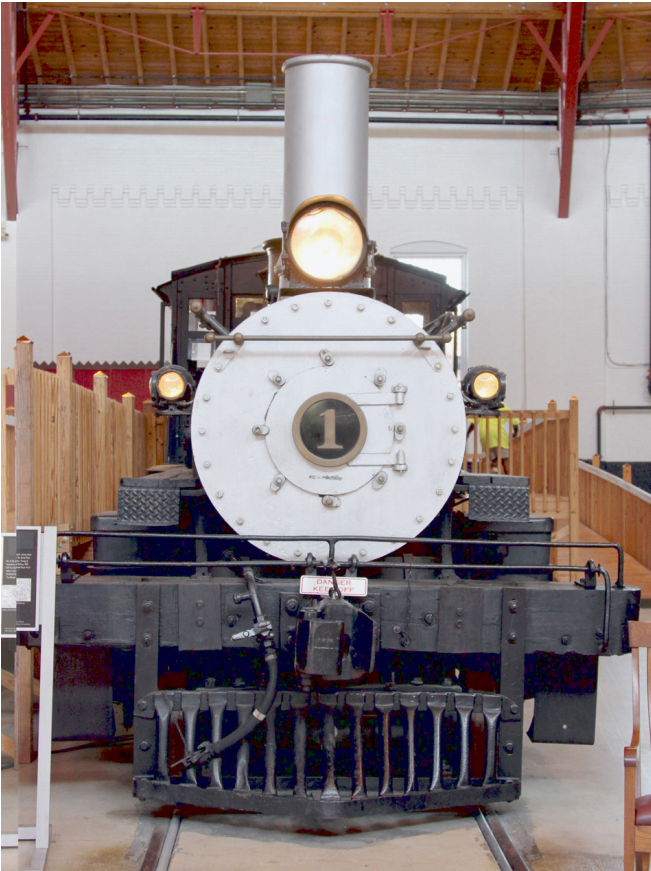
A Visit to the B&O Railroad Museum



Opened on the 4th of July in 1953, as the *B&O Transportation Museum*, the B&O Railroad Museum boasts the largest collection of 19th century locomotives and rolling stock collections in the United States. Diesel fans won't be disappointed either. For more information on this national treasure, visit www.borail.org



The great outdoors is no friend to railroad preservation. How long will it be before GP-30 No. 6499 looks like the GP-9 No. 6607?



One of our friendly volunteer guides told us that at least once a year someone from Tennessee comes to the museum and begs for the return of the One Spot. Never going to happen, said our guide, “...it’s the oldest Pennsylvania Railroad design locomotive in country.”

The good news is that former Clinchfield/ Black Mountain No. 1 is displayed indoors. The sad news is that it is a nameless prisoner, with a unlettered tender and it is largely obscured by the wooden ramps that make its cab wheel-chair accessible.



In honor of our long-serving treasurer’s fondness for the WM, here is a shot of one EMD’s rare marketing mistakes, a BL-2.



C&O's 1946 streamlined Hudson No. 490 is four years younger than N&W's 611. Readers can be the judge as to which railroad's design team did the better job.



SPACE CONSTRAINTS: Sadly for photographers, some of the classic B&O rolling stock has to be displayed in parking lot medians.